

**OCEAN HIGHWAY & PORT AUTHORITY
NASSAU COUNTY, Florida**



**Peck Center
Willie Mae Ashley Auditorium
516 S 10th Street
Fernandina Beach, FL 32034**

**AGENDA
May 22, 2024
6:00 PM
Board Meeting**

- 1. Public meeting call to order (Chair)**
- 2. Invocation**
- 3. Pledge of Allegiance**
- 4. Roll Call:** Miriam Hill, District 1; Danny Fullwood, District 2, Justin Taylor, District 3; Ray Nelson, District 4; Mike Cole, District 5
- 5. Recognition of elected Officials, Honored guests, Industry and Professional representatives, and others in attendance (Chair)**
- 6. Public Comments** on agenda items (Comments submitted prior to the meeting)
- 7. Presentations:**
 - a. National Maritime Day (May 22nd)
 - b. Allied Universal Security (District Manager, Q&A)
- 8. Old Business**
 - a. OHPA Property Sale (Amelia Coastal Realty)
 - b. OHPA document request to the Port Operator (update)
 - c. MARAD (Disposition of Fort Clinch tugboat, six trucks, update)
 - d. Resiliency Plan (update)
 - e. EPA Clean Ports Grant (Board to approve application)
- 9. New Business**
 - a. FDOT Traffic study (Friendly Road)
- 10. Other items to be brought by Commissioners**
 - a. Warehouse #2 (yard waste)
- 11. Adjournment**

If a person decides to appeal any decision made by the board, agency, or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. Fla. Stat. § 286.0105.



National Maritime Day
May 22, 2024



National Maritime Day

May 22, 2024

WHEREAS, National Maritime Day is celebrated every year to recognize, celebrate, and honor the history of the maritime shipping industry; and

WHEREAS, The maritime industry has played a vital role throughout United States history in supporting commerce and strengthening the economy; and

WHEREAS, Many maritime organizations in Florida will celebrate the achievements of American shipping on May 22nd; and

WHEREAS, Maritime transportation can be realized over any distance by boat, ship, sailboat or barge, over oceans and lakes, through canals or along rivers; and

WHEREAS, Shipping may be for commerce, recreation, or military purposes; and

WHEREAS, Dockworkers, Longshoremen, Stevedores, Harbor Pilots, and Merchant Mariners all play an essential role to successful port operations; and

WHEREAS, Florida's 16 deepwater ports contribute more than \$117 billion in economic value to the state's economy; and

WHEREAS, the Fernandina Beach working waterfront has been home to the Port of Fernandina since 1807 and is currently where Kraft Liner Board, Lumber, Steel, Wood pulp, Breakbulk, and other cargo is imported; and

WHEREAS, the Port of Fernandina has provided a Florida to Bermuda container and breakbulk service with the **Somers Isles Shipping Company** since June/July 1985;

WHEREAS, the Port of Fernandina has a current workforce of approximately 75 direct employees and has been the chosen career path for thousands of direct and indirect local maritime professionals since the Port of Fernandina's establishment as a public port in 1987.

The Port of Fernandina and the Ocean Highway and Port Authority of Nassau County hereby recognize long-time port employees including; **Phil Wojnaroski, Greg Wood, Patrick Eldridge, Stanley Herrington, Chris Black, Stanley Harvey, Kenny Tyler, Michael Davis, Brandon Pike, Lawrence Davis, Charles Clinch, Darrin Chandler, Chad Jones, Brian Nelums, Christopher Bailey, Matthew Rollins, Michelle Wilder, Debbie Brown, Gene Hook, Justin Rosenwald, Michael McIntosh, and Diane Petty, Gene Horne.** Honorable mention to **Ray Nelson**, OHPA Commissioner and former Terminal Manager.



Allied Universal Security



Position	Hours Per Week	Pay Wage	Bill Rate	Overtime/Holiday Rate	Annual Spend
SP	208	\$17.00	\$23.80	\$35.70	\$257,420.80
Site Supervisor	40	\$20.00	\$28.00	\$42.00	\$58,240.00
				\$0.00	\$0.00
				\$0.00	\$0.00
				\$0.00	\$0.00
				\$0.00	\$0.00
				\$0.00	\$0.00
				\$0.00	\$0.00
				\$0.00	\$0.00
				\$0.00	\$0.00
				\$0.00	\$0.00
Total Security Hours Per Week	248				\$315,660.80
Average Pay Wage					\$17.48
Cumulative Bill Rate					\$24.48
Markup					1.40
Estimated Annual Holiday Cost					\$3,035.20
Based on the following 7 recognized holidays: New Year's Day, President's Day, Memorial Day, 4th of July, Labor Day, Thanksgiving Day, and Christmas Day					
Estimated Subtotal					\$318,696.00
Sales Tax					0.0%
Estimated Total Annual Cost					\$318,696.00
Estimated Total Monthly Cost					\$26,558.00
Estimated Total Weekly Cost					\$6,128.77
Direct Bill Items					
Heliaus					\$0.00
\$0.00 per month plus tax Includes guard management system, post order compliance with workflows and smartphone					
Golf Cart					\$9,600.00
\$800.00 per month plus tax Includes Maintenance, Insurance, Decal Package, and Standard Strobe Light Bar					
Vehicle					\$0.00
\$0.00 per month plus tax Includes Maintenance, Insurance, Decal Package, and Standard Strobe Light Bar					
Fuel					As Incurred
A fuel card will be assigned to the vehicle and you will billed back based on actual consumption					
Pricing Notes					
1- Bill Rate includes payroll taxes and insurances, background and screening, medical benefits, uniforms, training, 401K, corporate, regional and local overhead, and profit.					
2- Vacation. Standard Vacation Plan, Years 1-2=1 week, Years 3-7=2 weeks, Years 8+=3 are billed back. Years are calculated while on site					
3- Changes in federal, state or local regulation including those set forth by the Affordable Care Act will be passed on.					

SALARY ASSESSOR®

Security Guard

Specifications:

Prepared for:

Area: Fernandina Beach, Florida

Industry: All Industries - Diversified

Industry Codes: eSIC: 0000, NAICS: 000000, usSEC: 0000

Organization Size: (Data reported by years of experience)

Education Adjustment:

Skill Adjustment:

Certification Adjustment:

Shift Work Adjustment:

Planning Date: 1/2/2024

Annualized Salary Trend: 3.1% (Adjustment: 0%)

Database as of: 1/1/2024

ERI Job Code: 4111

eDOT: 372667011

SOC: 339032

Printout Date: 1/2/2024

(Items in bold affect salary estimates)

Date Last Updated: 1/1/2024

ERI Job Title: Security Guard

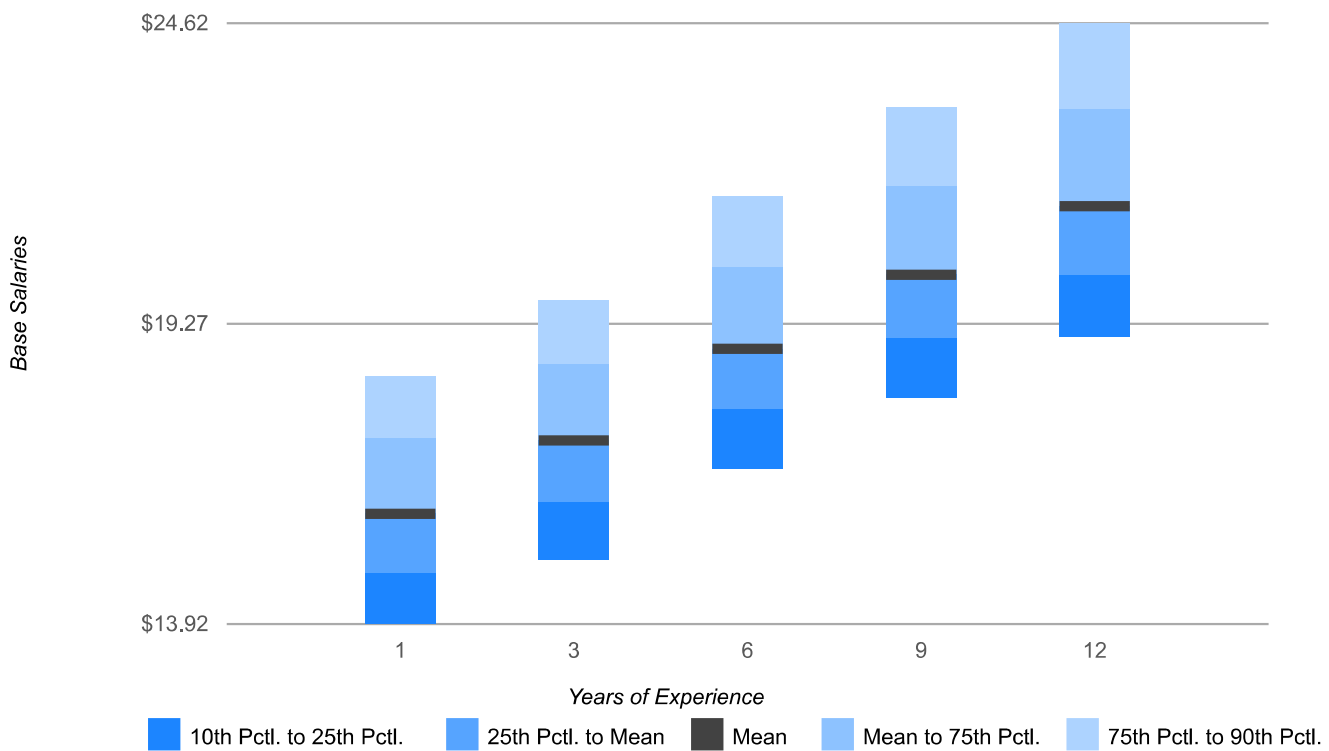
Estimated Survey Mean Hourly Base Salaries

All Incumbent Average: \$19.13

Years of Experience	10th Percentile	25th Percentile	Mean	75th Percentile	90th Percentile
12	19.03	20.13	21.69	23.08	24.61
9	17.95	19.01	20.46	21.72	23.13
6	16.69	17.74	19.13	20.27	21.53
3	15.07	16.09	17.48	18.56	19.69
1	13.92	14.82	16.16	17.23	18.34

All Values in United States Dollars

Hourly Base Salaries Graph





OHPA Property Sale

A. Michael Hickox, CFA
 Cert. Res. RD1941

NASSAU COUNTY
 PROPERTY APPRAISER

PROPERTY INFORMATION

Parcel Number 00-00-31-1800-0017-0100

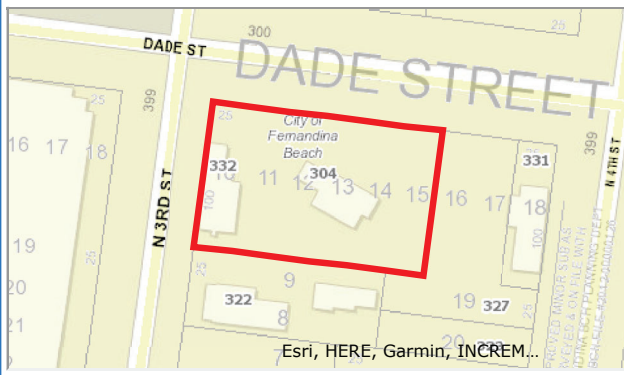
Owner Name OCEAN HIGHWAY & PORT AUTHORITY
 Mailing Address 86130 LICENSE RD SUITE 9
 FERNANDINA BEACH, FL 32034
 Location Address 332 3RD ST N
 FERNANDINA BEACH 32034
 Tax District 002 - FERNANDINA BEACH
 Milage 18.3806
 Homestead Yes
 Property Usage VAC GOVERN 008000
 Deed Acres 0
 Short Legal BLOCK 17 LOTS 10 THRU 15 CITY OF FDNA BEACH

2022 Certified Values

Land Value \$480,000
 (+) Improved Value \$0
(=) Market Value \$480,000
 (-) Agricultural Classification \$0
 (-) SOH or Non-Hx* Capped Savings \$319,228
(=) Assessed Value \$160,772
 (-) Homestead \$0
 (-) Additional Exemptions \$0
 (=) School Taxable Value \$0
 (-) Non-School HX & Other Exempt Value \$0
(=) County Taxable Value \$0

Note - *10% Cap does not apply to School Taxable Value

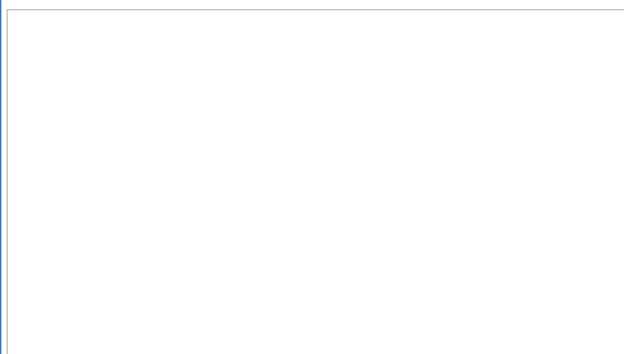
PARCEL MAP



2021 AERIAL MAP

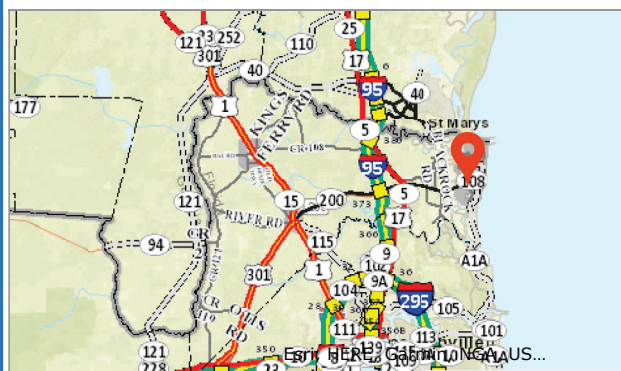


PROPERTY PHOTO



If this picture is incorrect, please email info@nassaufpa.com

LOCATION MAP



BUILDING INFORMATION

Type	Total Area	Heated Area	Bedrooms	Baths	Primary Exterior	Secondary Exterior	Heating	Cooling	Actual Year Built
VAC GOVERN									

MISCELLANEOUS INFORMATION

Description	Dimensions L X W	Units	Year Built
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SALES INFORMATION



EPA Clean Ports Savage - Executive Summary

Port of Fernandina Clean Energy Project Executive Summary

The **Port of Fernandina Clean Energy Project** (“Project”) will help Nassau Terminals LLC (dba Nassau Marine Terminal) (“Applicant”) and the Ocean Highway and Port Authority of Nassau County (OHPA) fund the adoption of zero-emissions technology at the Port of Fernandina (Port). The Port is considered a small port¹ and is the northernmost Florida port on the Atlantic Ocean. The Project is in Nassau County, Florida: 100 percent of the Project will be completed in a Census-designated Rural area. The Project will reduce mobile source emissions in this near-port community. The Project aligns with OHPA’s 10-year Master Plan for the Port, namely the goal *“to take necessary steps to ensure the resilience of its port infrastructure and improve sustainability of its facilities and operations.”*

OHPA governs the Port and owns the waterside facilities. Transportation Infrastructure Partners (TIP), a joint venture between Ridgewood Infrastructure, LLC, and Savage Companies, in 2022 acquired the Port’s operating company. TIP assumed the role of Port operator as Nassau Marine Terminal, which has 28 years remaining on the contract for these services.

The Port is a natural deep-water port on the Amelia River, two miles from the Atlantic Ocean. The Port property consists of approximately 23 acres bordered by residential, commercial, and industrial development. The existing wharf is 1,200 ft long and provides two berths dredged to a depth of 40 feet. The federal channel between the Port and the ocean is maintained to a depth of 36 feet. There is a turning basin adjacent to the Port with a width of 1,000 feet. The terminal area contains various transit sheds and equipment for loading, unloading, and storing cargo. The covered storage area is just over 200,000 gross square feet, and the open yard storage within the terminal footprint is approximately nine acres. The Port also operates two nearby facilities for storage and distribution due to limited storage expansion opportunities at the waterside location.

In 2023, the Port moved 256,000 tons of cargo. The Port handles a variety of commodities, but largely specializes in the movement of forest, steel, and aluminum products. The Port offers services for a variety of breakbulk, containerized, heavy-lift, and specialty cargo. Since 1986, the Port has handled containerized cargo destined for Bermuda.

To handle cargo, the Port operates a variety of equipment, including a tugboat, cranes, top loaders, drayage trucks, yard trucks, and more than 40 lift trucks, and maintenance vehicles. The First Coast Railroad, owned by Genesee & Wyoming, Inc., serves the Port and connects to the CSX Transportation, Inc. rail network.

The Port currently operates diesel-powered cargo handling equipment at a small facility in Fernandina Beach, Florida. The Project includes replacing and supplementing the majority of this fleet with zero-emissions technology and installing the necessary charging and refueling infrastructure.

¹ Located in a port area to and from which the average annual tonnage of cargo is less than 8,000,000 short tons for the most recent three calendar years of U.S. Army Corps of Engineers data.

Project activities include:

- Deploying cargo handling equipment with zero-emissions technology;
- Scrapping eligible equipment that is nearing the end of its useful life;
- Installing necessary charging ports, and refueling and shore power infrastructure at multiple locations at waterside and nearby facilities;
- Support activities, including project administration and training costs.

The Project is expected to cost over \$10 million. Nassau Marine Terminal will provide the required ten percent non-Federal match.

All equipment will directly serve the Port and its cargo-handling tasks. The Project includes replacing drayage trucks which travel between the Port facilities and warehouse locations as well as nearby JaxPort in Jacksonville, Florida.

Nassau Marine Terminal is aware of *Build America Buy America* requirements and will comply with all applicable procurement rules. Nassau Marine Terminal anticipates the proposed waiver for specific equipment not available from domestic manufacturers may be necessary for a small portion of mobile equipment costs.

Partnerships and Collaboration

Nassau Marine Terminal and OHPA will enter a Statutory Partnership to execute the Project. The Statutory Partnership expands upon the well-established relationship between both parties as the Port Operator (Nassau Marine Terminal) and Port Owner and Governing Body (OHPA).

Nassau Marine Terminal is the Project Applicant and will be responsible for the Project's staffing, funding, design, and implementation. OHPA will collaborate with the Nassau Marine Terminal and oversee Project implementation relating to the Port's *Master Plan* and resiliency efforts. OHPA will also coordinate and lead the ongoing community engagement element of the Project through its existing relationships and platforms.

OHPA will also provide guidance and assistance on Federal grant management. The organization will use this experience to oversee Nassau Marine Terminal's general grant management for the Project in accordance with OHPA's Grant Management plan.

All funding will be used directly for the Project. No subawards will be made using awarded funding.

The Project is in the Planning phase, and the Applicant has received estimates for installing required charging infrastructure as part of this grant request. Nassau Marine Terminal will use the estimates and design drawings to align charging infrastructure needs with the Port's resiliency measures planning efforts to ensure grant-funded equipment and infrastructure is protected from inclement weather.

Florida Public Utilities (FPU) provides utilities on site. Nassau Marine Terminal and Project suppliers will coordinate the installation of all charging infrastructure with FPU.

Nassau Marine Terminal will retain ownership of all mobile equipment purchased with funding for this Project. OHPA will own all charging infrastructure installed at the waterside facility. Nassau Marine Terminal will own any remaining charging infrastructure at the off-port facilities.

Coordination with Complementary Initiatives

The Project complements initiatives related to the Port and the national freight network.

Port Resiliency Plan

The Port has experienced constrained economic activity due to service disruptions caused by storms, tropical cyclones, flooding, and extreme high tide events. In the 2023 *Master Plan*, OHPA identified the need for improved resiliency at the Port to protect infrastructure and equipment. As a result, OHPA pursued a full resiliency impact and vulnerability analysis which includes an infrastructure mitigation plan: *Port of Fernandina Seaport Enhancement, Adaptation, and Resilience Implementation Plan (2024 SEARIP)*.²

SEARIP details the major impacts from hurricanes and tropical storms and king tide events. The nine acres of the waterside Port facility's cargo laydown and outdoor storage areas experience significant flooding during king tides and storms. Equipment, buildings, tools, and cargo can be damaged during storms, and major areas used for storage are often taken out of service due to flooding.

Flooding reduces the effective waterside storage and the Port's ability to generate revenue and provide services for its customers. On average, hurricanes cease port operations for 36 hours, the equivalent of 4.5 working days. Following out-of-service days, significant post-event inspections are required to clear channels, inspect structures, perform safety checks on mechanical and electrical services, clear drainage systems, clear tracks and roads of debris, and other critical efforts to resume normal operations. Impacts from wind, storm surge, and flooding caused by storms or other water-related events are an ongoing threat. It can take days, weeks, or months to restore normal operations to a terminal.

The plan identified several opportunities for infrastructure mitigation improvements. The improvements will improve resiliency at the Port and reduce impacts from storms and flooding. The connections between SEARIP and the Project are twofold: First, the resiliency improvements through SEARIP and the related Port Capital Improvement Plan serve as the measures necessary to protect grant-funded

² Currently in draft form, undergoing approval by board. Developed in coordination with OHPA and the Florida Department of Transportation Office of Policy Planning and Seaport Office.

equipment from the Project. Second, the Project equipment bolsters the resiliency plan by reducing emissions at the Port, thus release of greenhouse gases that contribute to related storm events that cause significant flooding at the Port.

National Zero-Emission Freight Corridor Strategy

The Port of Fernandina is included in the National Zero-Emission Freight Corridor Strategy (“Strategy”) as a Phase 4 Freight Hub Facility. The Project supports the long-term planning and development of zero emissions adoption for Medium and Heavy-Duty Vehicles (MHDV). Upon deployment of Phase 4, the Port will already be equipped with sufficient zero-emissions charging and fueling infrastructure to support charging and refueling of anticipated zero-emissions truck trips. The Strategy will complete the Port’s transition to full zero-emissions operations and link the National Zero-emissions Freight Corridor to an experienced, capable source of zero-emissions fueling infrastructure.

Community Engagement

Development of the Port’s *Master Plan* and SEARIP reports included community feedback. The reports detail OHPA’s commitment to communicate with community stakeholders regarding Port Development. Nassau Marine Terminal will participate in OHPA’s ongoing community engagement efforts throughout Project planning and implementation. This is expected to include twice-monthly public meetings and open house/town hall events, as necessary.



FDOT Traffic Study

SR A1A (SR 200) AT FRIENDLY ROAD

SIGNAL WARRANT ANALYSIS

Nassau County (74060000; MP 8.405)

Prepared by | Peters and Yaffee, Inc.

Prepared for | FDOT District Two



Professional Engineer Certificate

I, Austin Chapman, PE 72474, certify that I currently hold an active license in the State of Florida and am competent through education or experience to provide engineering services in the civil discipline contained in this plan, print, specification, or report.

Project

SR A1A (SR 200) at Friendly Road Signal Warrant Analysis

Location

Nassau County, Florida

Client

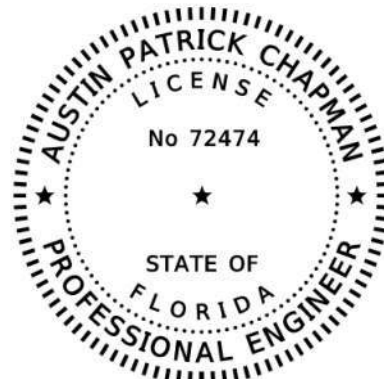
FDOT District Two

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

PETERS AND YAFFEE, INC.
9822 TAPESTRY PARK CIRCLE, SUITE 205
JACKSONVILLE, FL 32246
AUSTIN CHAPMAN, P.E. 72474



SR A1A (SR 200) AT FRIENDLY ROAD SIGNAL WARRANT ANALYSIS

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Appendix I	FDOT Work Order County Concept Diagram

Introduction

A signal warrant analysis has been prepared to determine if a traffic signal is warranted and needed at the SR A1A/Friendly Road intersection in Nassau County, Florida. The analysis was performed in response to a request from the North Florida TPO due to a concern with truck traffic at the intersection. The site location is shown in Figure 1.

Figure 1: Site Location



Access Classification

SR A1A is an Access Management Classification 5 facility in the vicinity of the study intersection and has a posted speed limit of 45 mph. As such, signalized intersections are permitted every 1,320 feet (0.25 mile). The signalized SR A1A/Amelia Island Parkway is located 0.22 miles west of the study intersection. The signalized SR A1A/Sadler Road/Bonnieview Road intersection is located 0.80 miles east of the study intersection. Therefore, a signal at this location would not meet access management standards. The straight-line diagram for this segment of SR A1A is contained in Appendix A.

Traffic Data Collection

In the vicinity of the study intersection, SR A1A is a four-lane divided urban minor arterial with exclusive left-turn lanes provided at most major intersections. SR A1A runs in an east-west direction at this location. Near the intersection, land use along SR A1A consists primarily of commercial, industrial, and residential uses.

Friendly Road is a two-lane undivided facility that runs in a north/south alignment with a posted speed of 30 mph. Friendly Road provides access to the Port of Fernandina Warehouse (Nassau Terminals Cargo Transfer Services) and private residences north of SR A1A and an Ace Hardware Store south of SR A1A. As shown in Figure 1, Friendly Road intersects SR A1A to form a four-way intersection. It should be noted that the south leg of the intersection is offset from the north leg of the intersection by about 12-feet. An at-grade railway crossing is located on Friendly Road approximately 60-feet north of the study intersection. Friendly Road intersects Bonnieview Road to the north, which provides access to SR A1A at the SR A1A/Sadler Road/Bonnieview Road signalized intersection.

Bailey Road is a two-lane undivided facility that runs in a north/south alignment 210-feet east of Friendly Road. SR A1A/Bailey Road has full SR A1A access and forms a 3-way intersection. This intersection is not included in the signal warrant analysis.

SR A1A (SR 200) AT FRIENDLY ROAD SIGNAL WARRANT ANALYSIS

The study intersection is unsignalized and the geometry is as follows:

- Northbound (Friendly Road): This road is stop-controlled with one shared left/through/right-turn lane.
- Southbound (Friendly Road): This road is stop-controlled with one shared left/through/right-turn lane.
- Eastbound (SR A1A): One left-turn lane, one through lane, and one shared through/right-turn lane.
- Westbound (SR A1A): One left-turn lane, one through lane, and one shared through/right-turn lane.

There are no shoulders along either side of SR A1A or Friendly Road. There is a sidewalk along SR A1A on the south side of the road. There are no marked pedestrian crossings at the study intersection.

A field review was conducted on Wednesday, April 17, 2024, between 4:00 PM and 5:00 PM. There is a large utility pole on the shoulder of SR A1A at the intersection within the sight triangle of northbound Friendly Road vehicles. With the exception of this pole, there was adequate sight-distance for vehicles to enter SR A1A from the typical vehicle viewing location. Friendly Road left-turning vehicles generally used a two-step process, in which vehicles found a gap in SR A1A traffic in one direction, then paused in the median before crossing the second stream of SR A1A traffic. The volume of mainline traffic was such that side street vehicles were generally able to find adequate gaps in SR A1A traffic, however, there were fewer gaps in westbound SR A1A traffic which resulted in southbound Friendly Road vehicles having to wait for longer periods of time. Westbound queues from the traffic signal at Amelia Island Parkway were observed to extend close to the study intersection several times, however, it was not observed to queue through the study intersection. The maximum observed Friendly Road queue was two vehicles for the north approach and three vehicles for the south approach. The maximum observed queue for SR A1A vehicles turning left on Friendly Road was four. One pedestrian and six bicyclists were observed using the sidewalk on the south side of SR A1A during the field review. A few large trucks were observed turning north onto Friendly Road from SR A1A, and one truck with a trailer was observed exiting southbound Friendly Road onto SR A1A. The railroad crossing envelope on the north approach was measured to be 39-feet from the stop bar, 48-feet from the observed vehicle stopping location, and 57-feet from the edge of the SR A1A travel lane. The railroad crossing pavement markings and stop bars were faded, as was the stop bar at SR A1A on the north approach. There are combined railroad/intersection warning signs without road name plaques on both SR A1A approaches (dual indicated on the eastbound approach), a divided highway sign with the southbound Friendly Road approach stop sign, and railroad crossing signs approaching the railroad on Friendly Road north of SR A1A. The intersection warning sign for eastbound SR A1A traffic is blocked by vegetation. This information has been passed on to FDOT Maintenance so the vegetation can be trimmed. A condition diagram and photos from the field review are provided in Appendix B.

The Director of Operations at Cargo Transfer Services (Nassau Terminals, Port of Fernandina) was contacted to determine the type of trucks that access the site. Several fleets with varying truck sizes access the site, including WB 62-FL trucks. It was estimated by the Director of Operations that approximately 50% of exiting trucks access SR A1A via the Friendly Road intersection, and 50% access SR A1A via Bonnieview Road and the signalized SR A1A/Sadler Road/Bonnieview Road intersection.

On Tuesday, April 2, 2024, turning movement counts were collected at the study intersection from 6 AM to 6 PM. The turning movement counts are provided in Appendix C. The 2024 existing hourly turning movement traffic volumes for SR A1A are summarized in Table 1. The 2024 existing hourly turning movement traffic volumes for Friendly Road are summarized in Table 2. Based on these turning movement counts, 31 trucks enter the study intersection from the north Friendly Road approach (representing 10.8% of the total southbound traffic).

Pagones Theorem is a good guide to follow the MUTCD's guidance to determine what, if any, portion of the right-turn traffic should be subtracted from the minor-street traffic count volume. The Pagones Theorem formula is $R_{adj} = R \times [1 - (f_{minor} - f_{main})]$. Based on the lane configuration, the f_{minor} factor for Friendly Road is 0.6 when the right-turn volume is greater than 70% of the minor street total volume, 0.4 when the right-turn volume is greater than 35% of the minor street total volume and less than or equal to 70% of the minor street total volume, and 0.2 when the right-turn volume is less than or equal to 35% of the minor street total volume. The f_{main} factor adjusts depending on the main street volume. Pagones Theorem is provided in Appendix D. Tables 3 and 4 contain the calculations and adjusted volumes for Friendly Road based on Pagones Theorem.

SR A1A (SR 200) AT FRIENDLY ROAD SIGNAL WARRANT ANALYSIS

Table 1: 2024 Existing Traffic – SR A1A at Friendly Road

Time Period	SR A1A Westbound Left-Turn and U-Turn Volume (A)	SR A1A Westbound Through Volume (B)	SR A1A Westbound Right-Turn Volume (C)	SR A1A Westbound Total Volume (D)=(A)+(B)+(C)	SR A1A Eastbound Left-Turn and U-Turn Volume (E)	SR A1A Eastbound Through Volume (F)	SR A1A Eastbound Right-Turn Volume (G)	SR A1A Eastbound Total Volume (H)=(E)+(F)+(G)	SR A1A Total Volume (I)=(D)+(H)	SR A1A East Approach Peds.	SR A1A West Approach Peds.
6:00 AM - 7:00 AM	1	441	0	442	13	971	2	986	1428	0	0
7:00 AM - 8:00 AM	5	810	3	818	21	1606	6	1633	2451	0	0
8:00 AM - 9:00 AM	8	916	1	925	19	1731	12	1762	2687	0	0
9:00 AM - 10:00 AM	13	975	2	990	24	1461	18	1503	2493	0	0
10:00 AM - 11:00 AM	17	1092	4	1113	14	1418	26	1458	2571	0	0
11:00 AM - 12:00 PM	29	1247	1	1277	28	1441	25	1494	2771	0	0
12:00 PM - 1:00 PM	31	1353	3	1387	20	1482	43	1545	2932	0	1
1:00 PM - 2:00 PM	23	1297	1	1321	30	1506	39	1575	2896	0	1
2:00 PM - 3:00 PM	30	1697	7	1734	24	1364	26	1414	3148	0	0
3:00 PM - 4:00 PM	15	1840	1	1856	33	1296	16	1345	3201	0	0
4:00 PM - 5:00 PM	10	1832	7	1849	19	1195	18	1232	3081	2	0
5:00 PM - 6:00 PM	7	1755	3	1765	24	1358	14	1396	3161	0	0

Source: Appendix C

Table 2: 2024 Existing Traffic – Friendly Road at SR A1A

Time Period	Friendly Road Northbound Left-Turn and U-Turn Volume (A)	Friendly Road Northbound Through Volume (B)	Friendly Road Northbound Right-Turn Volume (C)	Friendly Road Northbound Total Volume (D)=(A)+(B)+(C)	Friendly Road Southbound Left-Turn Volume (E)	Friendly Road Southbound Through Volume (F)	Friendly Road Southbound Right-Turn Volume (G)	Friendly Road Southbound Total Volume (H)=(E)+(F)+(G)	Friendly Road Total Volume (I)=(D)+(H)	Friendly Road South Approach Peds.	Friendly Road North Approach Peds.
6:00 AM - 7:00 AM	0	0	0	0	5	0	8	13	13	0	0
7:00 AM - 8:00 AM	2	0	6	8	0	0	27	27	35	0	0
8:00 AM - 9:00 AM	0	0	14	14	0	0	21	21	35	2	0
9:00 AM - 10:00 AM	8	0	25	33	0	0	24	24	57	2	0
10:00 AM - 11:00 AM	11	0	40	51	0	0	11	11	62	1	0
11:00 AM - 12:00 PM	10	0	41	51	1	0	23	24	75	1	0
12:00 PM - 1:00 PM	9	0	39	48	2	0	15	17	65	3	1
1:00 PM - 2:00 PM	8	0	39	47	0	0	23	23	70	3	0
2:00 PM - 3:00 PM	9	0	44	53	1	0	31	32	85	2	0
3:00 PM - 4:00 PM	5	0	34	39	1	0	25	26	65	1	0
4:00 PM - 5:00 PM	5	0	23	28	0	0	43	43	71	0	0
5:00 PM - 6:00 PM	3	0	24	27	1	0	26	27	54	1	0

Source: Appendix C

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Table 3: 2024 Adjusted Traffic – Northbound Friendly Road at SR A1A

Time Period	Major Street Eastbound Through and Right-Turn Volume (A)	Major Street Eastbound Per Lane Volume (B)=(A)/2	Minor Street Northbound Right-Turn Volume (C)	Minor Street Northbound Approach Total Volume (D)	Minor Street Northbound Right-Turn Approach Percent (E)=(C)/(D)	f Minor Minor Street Northbound (F)	f Main Major Street Eastbound (G)	Minor Street Northbound Adjusted Right-Turn Volume (H)=(C)*[1-((F)-(G))]	Minor Street Northbound Through and Left-Turn Volume (I)	Minor Street Northbound Adjusted Total Volume (J)=(H)+(I)
6:00 AM - 7:00 AM	973	487	0	0	NA	0.2	0.05	0	0	0
7:00 AM - 8:00 AM	1612	806	6	8	75%	0.6	0.25	4	2	6
8:00 AM - 9:00 AM	1743	872	14	14	100%	0.6	0.25	9	0	9
9:00 AM - 10:00 AM	1479	740	25	33	76%	0.6	0.20	15	8	23
10:00 AM - 11:00 AM	1444	722	40	51	78%	0.6	0.20	24	11	35
11:00 AM - 12:00 PM	1466	733	41	51	80%	0.6	0.20	25	10	35
12:00 PM - 1:00 PM	1525	763	39	48	81%	0.6	0.20	23	9	32
1:00 PM - 2:00 PM	1545	773	39	47	83%	0.6	0.20	23	8	31
2:00 PM - 3:00 PM	1390	695	44	53	83%	0.6	0.15	24	9	33
3:00 PM - 4:00 PM	1312	656	34	39	87%	0.6	0.15	19	5	24
4:00 PM - 5:00 PM	1213	607	23	28	82%	0.6	0.15	13	5	18
5:00 PM - 6:00 PM	1372	686	24	27	89%	0.6	0.15	13	3	16

Column (A): See Column (F) and Column (G) in Table 1

Column (C): See Column (C) in Table 2

Column (D): See Column (D) in Table 2

Column (F): See Table 1 in Appendix D

Column (G): See Table 2 in Appendix D

Column (I): Column (A) and Column (B) from Table 2

Table 4: 2024 Adjusted Traffic – Southbound Friendly Road at SR A1A

Time Period	Major Street Westbound Through and Right-Turn Volume (A)	Major Street Westbound Per Lane Volume (B)=(A)/2	Minor Street Southbound Right-Turn Volume (C)	Minor Street Southbound Approach Total Volume (D)	Minor Street Southbound Right-Turn Approach Percent (E)=(C)/(D)	f Minor Minor Street Southbound (F)	f Main Major Street Westbound (G)	Minor Street Southbound Adjusted Right-Turn Volume (H)=(C)*[1-((F)-(G))]	Minor Street Southbound Through and Left-Turn Volume (I)	Minor Street Southbound Adjusted Total Volume (J)=(H)+(I)
6:00 AM - 7:00 AM	441	221	8	13	62%	0.4	0.00	5	5	10
7:00 AM - 8:00 AM	813	407	27	27	100%	0.6	0.05	12	0	12
8:00 AM - 9:00 AM	917	459	21	21	100%	0.6	0.05	9	0	9
9:00 AM - 10:00 AM	977	489	24	24	100%	0.6	0.05	11	0	11
10:00 AM - 11:00 AM	1096	548	11	11	100%	0.6	0.10	6	0	6
11:00 AM - 12:00 PM	1248	624	23	24	96%	0.6	0.15	13	1	14
12:00 PM - 1:00 PM	1356	678	15	17	88%	0.6	0.15	8	2	10
1:00 PM - 2:00 PM	1298	649	23	23	100%	0.6	0.15	13	0	13
2:00 PM - 3:00 PM	1704	852	31	32	97%	0.6	0.25	20	1	21
3:00 PM - 4:00 PM	1841	921	25	26	96%	0.6	0.30	18	1	19
4:00 PM - 5:00 PM	1839	920	43	43	100%	0.6	0.30	30	0	30
5:00 PM - 6:00 PM	1758	879	26	27	96%	0.6	0.25	17	1	18

Column (A): See Column (B) and Column (C) in Table 1

Column (C): See Column (G) in Table 2

Column (D): See Column (H) in Table 2

Column (F): See Table 1 in Appendix D

Column (G): See Table 2 in Appendix D

Column (I): Column (E) and Column (F) from Table 2

Delay Study

On Tuesday, April 2, 2024, a delay study was conducted at the study intersection from 4:00 PM to 5:00 PM. This hour was selected as it was anticipated to have the greatest level of delay on Friendly Road based on the traffic volumes. The study is provided in Appendix E. The delay study was conducted for southbound Friendly Road vehicles exiting onto SR A1A, which identifies the southbound Friendly Road exiting vehicle delay at the SR A1A stop sign. The results are summarized in Table 5. The observed stopped delay was adjusted to add five seconds based on the acceleration-deceleration delay correction factor shown in Table 7-3 of FDOT's MUTS. According to the Level of Service Criteria for Unsignalized Intersections from the 2010 Highway Capacity Manual, the Friendly Road approach operates with LOS E from 4:00 PM to 5:00 PM.

Table 5: Southbound Friendly Road Delay Study

	Southbound Friendly Road
	Shared Left/Through/Right-Turn Lane
Number of Lanes	One
Number of Vehicles	43 Vehicles
Maximum Vehicle Stopped Time at Stop Sign	119 Seconds
Average Vehicle Stopped Time at Stop Sign	32 Seconds
Acceleration-Deceleration CF	5 Seconds
Total Average Control Delay	37 Seconds
Maximum Vehicle Queue	3 Vehicles
Control Delay in Vehicle Hours	0.4 Hours
Level of Service	E

Future Roadway Improvements

The FDOT Tentative 5-Year Work Program 2025 – 2029 was reviewed to determine if any roadway improvements are planned near the study intersection. There is a resurfacing project on SR A1A between Oneil Scott Road and the Amelia River west of Friendly Road. This project is not anticipated to impact the study intersection. The FDOT Tentative 5-Year Work Program is provided in Appendix F.

Crash History

Crash data was obtained from FDOT's Crash Analysis Reporting (CAR) database and Signal Four Analytics Signal Four Analytics for the period of January 1, 2019, through March 23, 2024. The crash summary and collision diagram are contained in Appendix G. The crash data is summarized and sorted by collision type in Table 6. A total of 31 collisions were within the study area and four were identified as being potentially correctable if the intersection were to be signalized. Of these, three potentially correctable crashes occurred within a 12-month period (August 2022 – July 2023). Twenty-nine crashes happened during the day and two crashes occurred at night. Twenty-eight crashes occurred with dry pavement conditions and three occurred with wet pavement conditions. There were no fatalities, 21 injuries in 13 injury crashes, and 18 property damage only crashes. There were 15 rear-end crashes, eight angle crashes, two off-road crashes, two left-turn crashes, two sideswipe crashes, one right-turn crash, and one backing crash. It should be noted that five of the eight angle crashes did not occur at the SR A1A/Friendly Road intersection and that the majority of the rear-end crashes occurred west of the study intersection due to traffic queuing from the traffic signal at Amelia Island Parkway. No crash reports indicated a train or the railroad crossing contributed to the crash. Two of the 31 crashes involved a vehicle classified as a medium/heavy truck. One of these crashes occurred when an eastbound truck attempted to U-turn at the study intersection but was unable to make the turn in one movement, so it backed up and struck the vehicle behind it in the eastbound left-turn lane. The second crash was a sideswipe crash that occurred when a westbound truck in the left lane crossed over the lane line and struck a westbound vehicle in the right lane east of the study intersection.

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Table 6: Crash Summary of SR A1A at Friendly Road

Crash Type	Potentially Correctable?	2019	2020	2021	2022	2023	2024*	Total	% of Total
Angle	Some	1	1	3	2	1	0	8	27%
Backing	No	0	0	1	0	0	0	1	3%
Left-Turn	Some	0	0	1	1	0	0	2	6%
Off-Road	No	0	1	1	0	0	0	2	6%
Rear-End	No	2	1	2	3	7	0	15	49%
Right-Turn	No	0	0	0	0	0	1	1	3%
Sideswipe	No	0	0	0	2	0	0	2	6%
Total		3	3	8	8	8	1	31	100%

*2024 crashes are from 01/01/2024 – 3/23/2024.

Signal Warrant Analysis

A traffic signal warrant analysis was conducted for the study intersection. The 2024 traffic volumes at the intersection were compared to the guidelines set forth in the Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD describes nine warrants to be considered as justifying criteria necessary to be met before a traffic signal installation should be approved. The nine warrants are listed in Table 7.

Table 7: Signal Warrant Types

MUTCD Signal Warrants	
Warrant 1	Eight-Hour Vehicular Volume
Warrant 2	Four-Hour Vehicular Volume
Warrant 3	Peak Hour
Warrant 4	Pedestrian Volume
Warrant 5	School Crossing
Warrant 6	Coordinated Signal System
Warrant 7	Crash Experience
Warrant 8	Roadway Network
Warrant 9	Intersection Near a Grade Crossing

The installation of a traffic signal must improve the overall safety and/or operation of the intersection. Satisfying one or more warrants alone does not in itself provide justification to construct a signal. A thorough analysis that considers crash history, field conditions such as sight distances and speed limits, and good engineering judgment must all be considered before the installation of a traffic signal is proposed. The posted speed limit is 45 mph on SR A1A. Per the MUTCD guidelines, the 70% reduction warranting threshold may be used when the 85th percentile speed (typically the posted speed limit) is greater than 40 mph. Therefore, for the purpose of this study, the 70% values were used. As per the lane configuration and vehicular volumes, SR A1A will be considered as a two-lane approach and Friendly Road will be considered as a one-lane approach.

Warrant 1

Warrant 1 (Eight-Hour Vehicular Volume) is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic signal or where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street. Warrant 1 has two conditions but is intended to be treated as a single warrant. If either Condition A or B is satisfied, then the criteria for Warrant 1 is satisfied.

To meet the requirements for Warrant 1A (Minimum Vehicular Volume), the total number of vehicles per hour on the major street and the higher-volume minor street approaches should meet the required minimum volumes. Any eight hours of an average day are needed to

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satisfy this warrant. At a minimum, there needs to be at least 105 vehicles per hour exiting Friendly Street and 420 vehicles per hour total on both approaches of SR A1A. At the study intersection, no hours are satisfied. Therefore, Warrant 1A is not satisfied.

To meet the requirements for Warrant 1B (Interruption of Continuous Traffic), the total number of vehicles per hour on the major street and the higher-volume minor street approaches should meet the required minimum volumes. At least eight hours are needed to satisfy this warrant. At a minimum, there needs to be at least 53 vehicles per hour exiting Friendly Road and 630 vehicles per hour total on both approaches of SR A1A. At the study intersection, no hours are satisfied. Therefore, Warrant 1B is not satisfied. Therefore, Warrant 1 is not satisfied.

(Warrant 1 – Not Satisfied)

Warrant 2

Warrant 2 (Four-Hour Vehicular Volume) is intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic signal. To meet the requirements for Warrant 2, the total number of vehicles per hour on the major street and the higher-volume minor street approach should meet the required minimum volumes. Any four hours are needed to satisfy this warrant. At a minimum, the four highest hour volume points must lie above the curve on Figure 4C-2 of the MUTCD. At the study intersection, no hours are satisfied. Therefore, Warrant 2 is not satisfied.

(Warrant 2 – Not Satisfied)

Warrant 3

Warrant 3 (Peak Hour) is intended to be applied where traffic conditions are such that for a minimum of one hour of an average day, the minor street traffic suffers undue delay when entering the major street. This warrant is usually applied only in the vicinity of facilities that attract or discharge large numbers of vehicles over a short time, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time. Thus, this warrant is not applicable.

(Warrant 3 – Not Applicable)

Warrant 4

Warrant 4 (Pedestrian Volume) is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street. Warrant 4 has two conditions but is intended to be treated as a single warrant. If either Condition A or B is satisfied, then the criteria for Warrant 4 is satisfied. It should be noted that a maximum of two pedestrians in an hour were observed crossing SR A1A at the study intersection during 12 hours of the traffic count period.

To meet Warrant 4A, the total number of vehicles per hour on the major street and the corresponding pedestrians crossing the major street should meet the required minimum volume. Any four hours are needed to satisfy this warrant. At a minimum, the highest four-hour volume points must lie above the curve on Figure 4C-6 of the MUTCD. At the study intersection, the peak four hours do not meet this requirement. Therefore, Warrant 4A is not satisfied.

To meet Warrant 4B, the total number of vehicles per hour on the major street and the corresponding pedestrians crossing the major street should meet the required minimum volume. Any one hour is needed to satisfy this warrant. At a minimum, the highest hour volume point must lie above the curve on Figure 4C-8 of the MUTCD. At the study intersection, the peak hour does not meet this requirement. Therefore, Warrant 4B is not satisfied.

(Warrant 4 – Not Satisfied)

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Warrant 5

Warrant 5 (School Crossing) is intended for application where the fact that school children cross the major street is the principal reason to install a traffic signal. This warrant is not applicable.

(Warrant 5 – Not Applicable)

Warrant 6

Warrant 6 (Coordinated Signal System) is applicable in situations where a coordinated signal system necessitates the installation of a traffic signal to maintain proper platooning of vehicles. This warrant is not applicable.

(Warrant 6 – Not Applicable)

Warrant 7

Warrant 7 (Crash Experience) is intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic signal. Based on the analyzed crash data, there were three angle collisions and one left-turn collision that were potentially correctable with the installation of a traffic signal at the study intersection. Three criteria must be met to satisfy Warrant 7, including remedial measures to correct the crash history, a minimum of five crashes that are potentially correctable with a traffic signal occurring within a 12-month period, and a minimum level of vehicular volumes. At the study intersection, remedial measures include intersection warning signs. There were three potentially correctable crashes within a 12-month period (August 2022 – July 2023). Therefore, Warrant 7 is not satisfied.

(Warrant 7 – Not Satisfied)

Warrant 8

Warrant 8 (Roadway Network) is applicable in situations where a traffic signal is justified to encourage concentration and organization of traffic on a roadway network. This warrant is not applicable.

(Warrant 8 – Not Applicable)

Warrant 9

Warrant 9 (Intersection Near a Grade Crossing) is intended for use at a location where none of the conditions described in the other eight traffic signal warrants are met but the proximity to the intersection of a grade crossing on an intersection approach controlled by a STOP or YIELD sign is the principal reason to consider installing a traffic signal. There is a railroad crossing on the north Friendly Road approach. Based on the train frequency, vehicle volume, distance between the railroad tracks and the stop bar, and the percentage of high-occupancy buses and tractor-trailers crossing the railroad tracks, the study intersection meets the requirements for this warrant. Therefore, Warrant 9 is satisfied. The train frequency and number of high-occupancy buses was taken from the U.S. DOT Crossing Inventory Form for the Friendly Road crossing.

(Warrant 9 – Satisfied)

Signal Warrant Summary

The signal warrants for the study intersection were evaluated. Year 2024 traffic volumes do not meet any of the applicable MUTCD signal warrants at the 70% threshold. Warrant 9, Intersection Near a Grade Crossing, was met for the study intersection. The completed Traffic Signal Warrant Forms and the U.S. DOT Crossing Inventory Form are provided in Appendix H.

Conclusions and Recommendations

- A signal warrant analysis has been conducted for the SR A1A/Friendly Road intersection.
- Traffic counts at the study intersection were conducted on Tuesday, April 2, 2024.
- Near the study intersection, SR A1A is an Access Management Classification 5 facility. Per the access management guidelines, a signalized intersection is permitted every 1,320 feet (0.25 miles). The nearest signalized intersection, SR A1A at Amelia Island Parkway, is located 0.22 miles west of the study intersection. As such, a signal at this location would not meet access management standards.
- A field review was conducted on Wednesday, April 17, 2024, between 4:00 PM and 5:00 PM. There is a large utility pole within the sight window between northbound Friendly Road vehicles and eastbound SR A1A vehicles. With the exception of the utility pole, the intersection sight distance is sufficient for 45 mph (the design speed) as per the FDOT clear sight triangles for intersections and driveways.
- A delay study was conducted for southbound Friendly Road vehicles exiting onto SR A1A. Southbound Friendly Road motorists experienced an average control delay of 37 seconds between 4:00 PM – 5:00 AM (LOS E).
- Between January 1, 2019, and March 23, 2024, 31 collisions occurred near the study intersection. Of these, four were potentially correctable if the intersection were to be signalized. The maximum number of potentially correctable crashes that occurred within a 12-month period was three collisions (8/24/2022 – 3/23/2023), including two angle crashes and one left-turn crash. There were no crashes involving trucks exiting Friendly Road or involving a train.
- The signal warrants for the study intersection were evaluated. Warrant 9, Intersection Near a Grade Crossing, was met for the study intersection. However, due to the low volume of traffic on Friendly Road, the absence of crashes related to the railroad crossing, the low number of crashes on the north Friendly Road approach, and the alternative access to SR A1A via a nearby traffic signal (SR A1A/Sadler/Bonnieview Road intersection), a traffic signal is not recommended at the study intersection.
- Given the limited space between the railroad crossing and the study intersection, several recommendations are made:
 - It is recommended that FDOT add six-inch white (6'-10') skip striping along the edge of SR A1A through the intersection so that side street vehicles can clearly see the edge of the SR A1A travel lane. A work order for this modification is provided in Appendix I.
 - It is recommended that Nassau County make the following signing and pavement marking modifications:
 - Refurbish the stop bars on Friendly Road approaching the railroad tracks and the stop bar approaching SR A1A.
 - Install a R8-8 (24"x30") Do Not Stop On Tracks sign at the railroad crossing stop bar on the north side of the railroad tracks.
 - Install W10-11 (36"x36") and W10-11a (30"x36") Storage Space Signs 100-feet in advance of the existing W10-1 Railroad Warning Sign.
 - Relocate the existing R6-3 Divided Highway Sign currently on the Stop Sign post to a new sign post located ahead of and to the right of the stop sign. Add a W10-11B (30"x36") Storage Space Sign under the existing Stop Sign.
 - A concept diagram showing the recommended County modifications is provided in Appendix I.

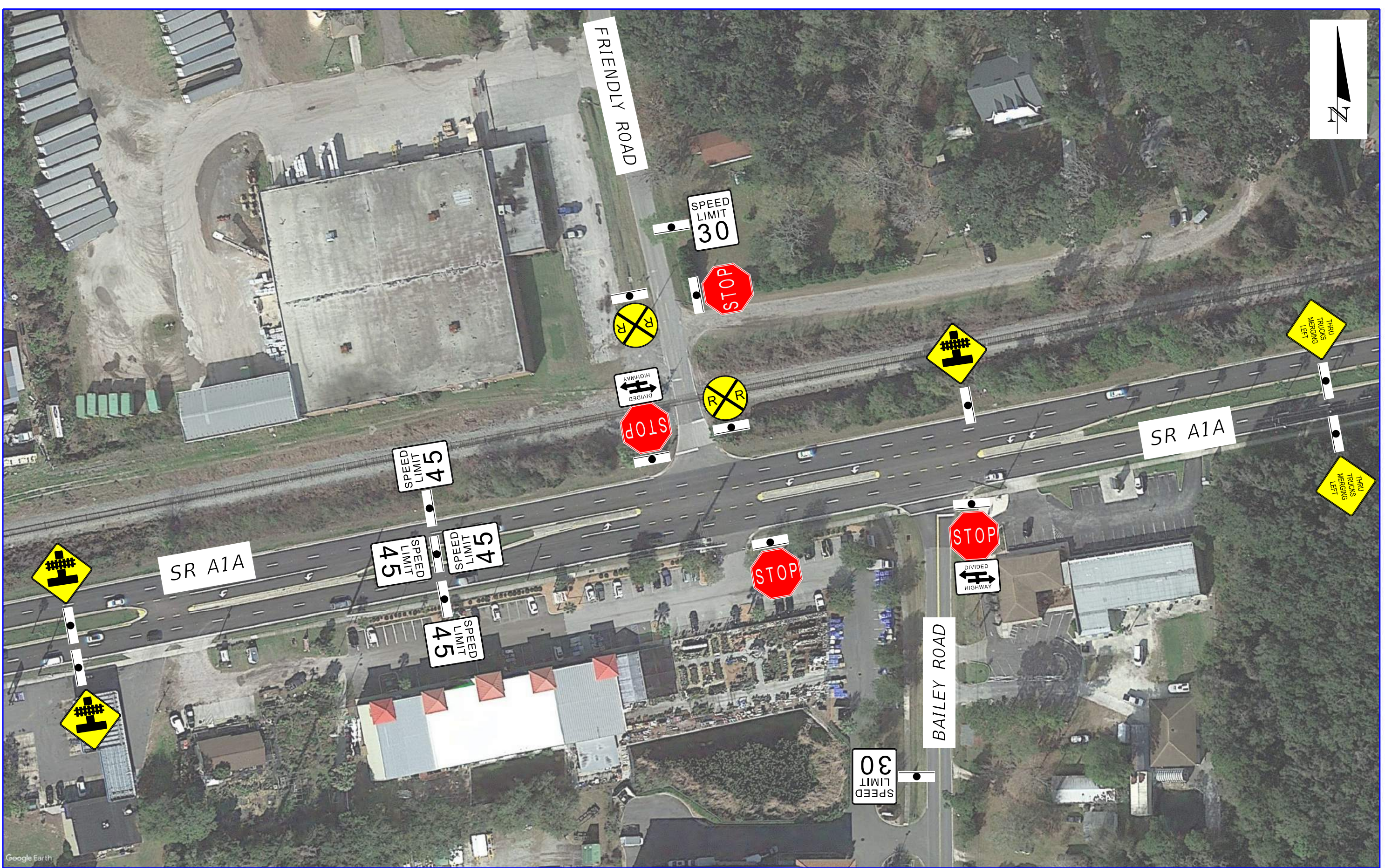
Appendix A

Straight-Line Diagram

5 YR INV		SLD REV		BMP	EMP	INV	SLD REV	SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO.			
DATE	06/28/2021	07/09/2021	07/09/2021	0.000	6.000	09/09/2021	09/09/2021	02		SR 200/SR A1A	NASSAU	02	74060000	2 OF 3			
BY	PECS	PECS	PECS														
<p style="text-align: center;">FLORIDA DEPARTMENT OF TRANSPORTATION FDOT</p> <p style="text-align: center;">STRAIGHT LINE DIAGRAM OF ROAD INVENTORY</p>																	
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Appendix B

Condition Diagram
Field Review Photos



REVISIONS	
DATE	DESCRIPTION

PETERS AND YAFFEE, INC
 9822 TAPESTRY PARK CIRCLE, SUITE 205
 JACKSONVILLE, FL 32246

*CONDITION DIAGRAM
 SR A1A AT FRIENDLY ROAD*

SHEET NO.

SR A1A (SR 200) AT FRIENDLY ROAD SIGNAL WARRANT ANALYSIS

Northbound Friendly Road Looking West Along SR A1A



Northbound Friendly Road Looking East Along SR A1A



SR A1A (SR 200) AT FRIENDLY ROAD SIGNAL WARRANT ANALYSIS

Northbound Friendly Road Looking North Across SR A1A Towards Friendly Road



Northbound Friendly Road Looking South Along Friendly Road Towards Parking Lot



SR A1A (SR 200) AT FRIENDLY ROAD SIGNAL WARRANT ANALYSIS

Southbound Friendly Road Looking West Along SR A1A



Southbound Friendly Road Looking East Along SR A1A



SR A1A (SR 200) AT FRIENDLY ROAD SIGNAL WARRANT ANALYSIS

Southbound Friendly Road Looking South Across SR A1A Towards Friendly Road



Southbound Friendly Road Looking North Along Friendly Road Towards Railroad Tracks



SR A1A (SR 200) AT FRIENDLY ROAD SIGNAL WARRANT ANALYSIS

Eastbound SR A1A Looking East Towards Friendly Road



Westbound SR A1A Looking West Towards Friendly Road



SR A1A (SR 200) AT FRIENDLY ROAD SIGNAL WARRANT ANALYSIS

Intersection Warning Signs on Eastbound SR A1A Approaching Friendly Road



Intersection Warning Sign on Westbound SR A1A Approaching Friendly Road Blocked by Tree Branches



SR A1A (SR 200) AT FRIENDLY ROAD SIGNAL WARRANT ANALYSIS

Truck With Trailer on Southbound Friendly Road Approach



Southbound Friendly Road Looking South Towards Railroad Tracks and SR A1A Intersection



Appendix C

2024 Turning Movement Counts

Leg Direction	Friendly Rd Southbound						SR 200 Westbound						Business Driveway Northbound						SR 200 Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
Total	11	0	277	0	288	1	184	15255	33	5	15477	2	69	0	329	1	399	16	233	16829	245	36	17343	2	33507
% Approach	3.8%	0%	96.2%	0%	-	-	1.2%	98.6%	0.2%	0%	-	-	17.3%	0%	82.5%	0.3%	-	-	1.3%	97.0%	1.4%	0.2%	-	-	-
% Total	0%	0%	0.8%	0%	0.9%	-	0.5%	45.5%	0.1%	0%	46.2%	-	0.2%	0%	1.0%	0%	1.2%	-	0.7%	50.2%	0.7%	0.1%	51.8%	-	-
Lights and Motorcycles	7	0	250	0	257	-	182	14248	24	5	14459	-	69	0	324	1	394	-	202	15851	243	35	16331	-	31441
% Lights and Motorcycles	63.6%	0%	90.3%	0%	89.2%	-	98.9%	93.4%	72.7%	100%	93.4%	-	100%	0%	98.5%	100%	98.7%	-	86.7%	94.2%	99.2%	97.2%	94.2%	-	93.8%
Heavy	4	0	27	0	31	-	2	1007	9	0	1018	-	0	0	5	0	5	-	31	978	2	1	1012	-	2066
% Heavy	36.4%	0%	9.7%	0%	10.8%	-	1.1%	6.6%	27.3%	0%	6.6%	-	0%	0%	1.5%	0%	1.3%	-	13.3%	5.8%	0.8%	2.8%	5.8%	-	6.2%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	9	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	0%	-	-	-	-	-	56.3%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	7	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	100%	-	-	-	-	-	43.8%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1-SR 200 & Friendly Rd (FL24-092) - TMC

Tue Apr 2, 2024

Full Length (6 AM-6 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1169810, Location: 30.632132, -81.466826

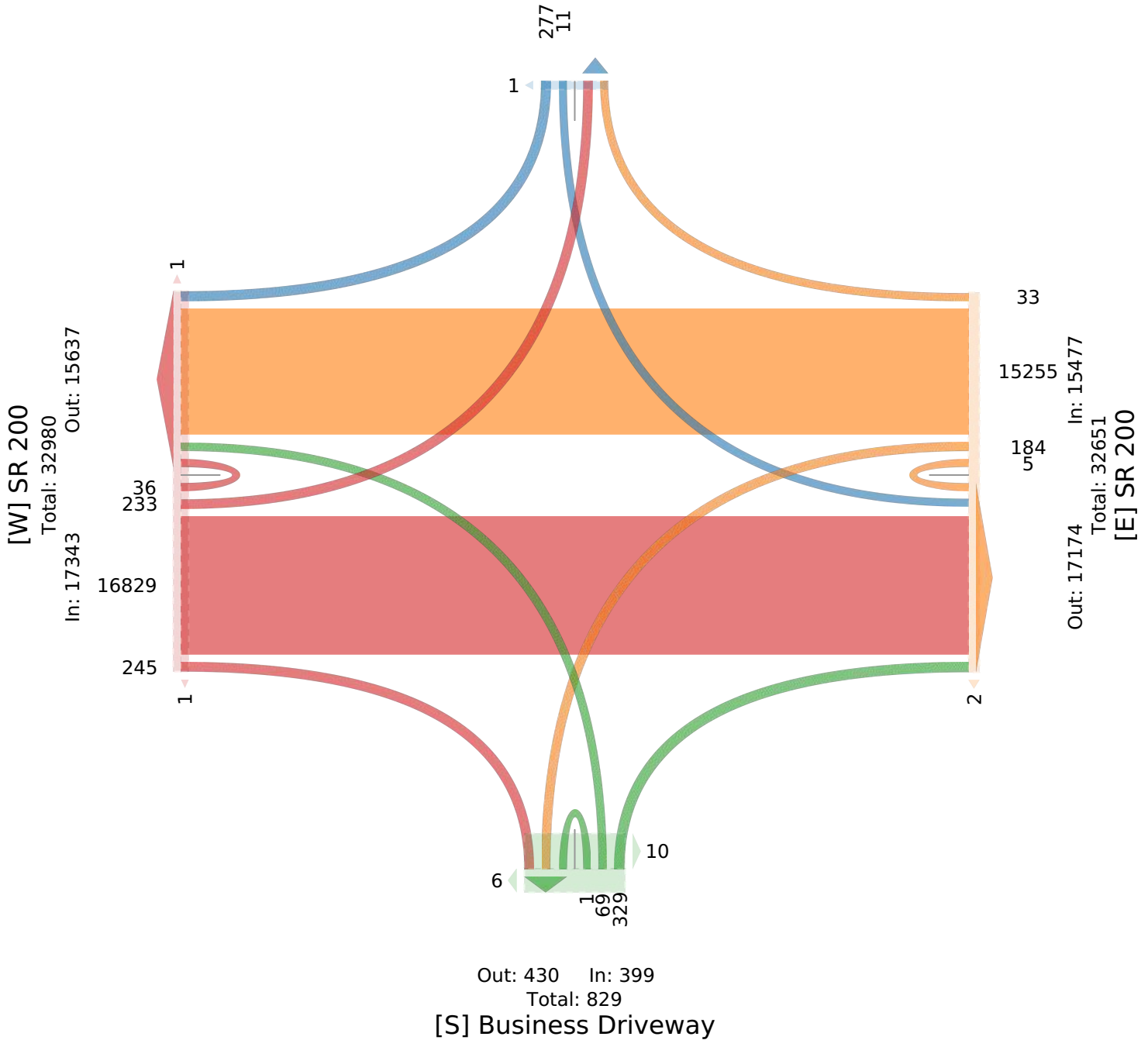


Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

[N] Friendly Rd

Total: 554

In: 288 Out: 266



1-SR 200 & Friendly Rd (FL24-092) - TMC

Tue Apr 2, 2024

AM Peak (8:15 AM - 9:15 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1169810, Location: 30.632132, -81.466826



Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	Friendly Rd Southbound					SR 200 Westbound					Business Driveway Northbound					SR 200 Eastbound									
Time	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	Int				
2024-04-02 8:15AM	0	0	5	0	5	0	2	199	0	0	201	0	0	0	1	0	1	0	5	409	2	0	416	0	623
8:30AM	0	0	6	0	6	0	1	255	0	0	256	0	0	0	7	0	7	0	2	468	2	2	474	0	743
8:45AM	0	0	6	0	6	0	2	272	1	1	276	0	0	0	2	0	2	0	2	446	6	1	455	0	739
9:00AM	0	0	11	0	11	0	2	251	1	0	254	0	3	0	4	0	7	2	5	399	8	1	413	0	685
Total	0	0	28	0	28	0	7	977	2	1	987	0	3	0	14	0	17	2	14	1722	18	4	1758	0	2790
% Approach	0%	0%	100%	0%	-	-	0.7%	99.0%	0.2%	0.1%	-	-	17.6%	0%	82.4%	0%	-	-	0.8%	98.0%	1.0%	0.2%	-	-	-
% Total	0%	0%	1.0%	0%	1.0%	-	0.3%	35.0%	0.1%	0%	35.4%	-	0.1%	0%	0.5%	0%	0.6%	-	0.5%	61.7%	0.6%	0.1%	63.0%	-	-
PHF	-	-	0.636	-	0.636	-	0.875	0.898	0.500	0.250	0.894	-	0.250	-	0.500	-	0.607	-	0.700	0.920	0.563	0.500	0.927	-	0.939
Lights and Motorcycles	0	0	25	0	25	-	7	905	1	1	914	-	3	0	13	0	16	-	12	1613	18	4	1647	-	2602
% Lights and Motorcycles	0%	0%	89.3%	0%	89.3%	-	100%	92.6%	50.0%	100%	92.6%	-	100%	0%	92.9%	0%	94.1%	-	85.7%	93.7%	100%	100%	93.7%	-	93.3%
Heavy	0	0	3	0	3	-	0	72	1	0	73	-	0	0	1	0	1	-	2	109	0	0	111	-	188
% Heavy	0%	0%	10.7%	0%	10.7%	-	0%	7.4%	50.0%	0%	7.4%	-	0%	0%	7.1%	0%	5.9%	-	14.3%	6.3%	0%	0%	6.3%	-	6.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1-SR 200 & Friendly Rd (FL24-092) - TMC

Tue Apr 2, 2024

AM Peak (8:15 AM - 9:15 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1169810, Location: 30.632132, -81.466826



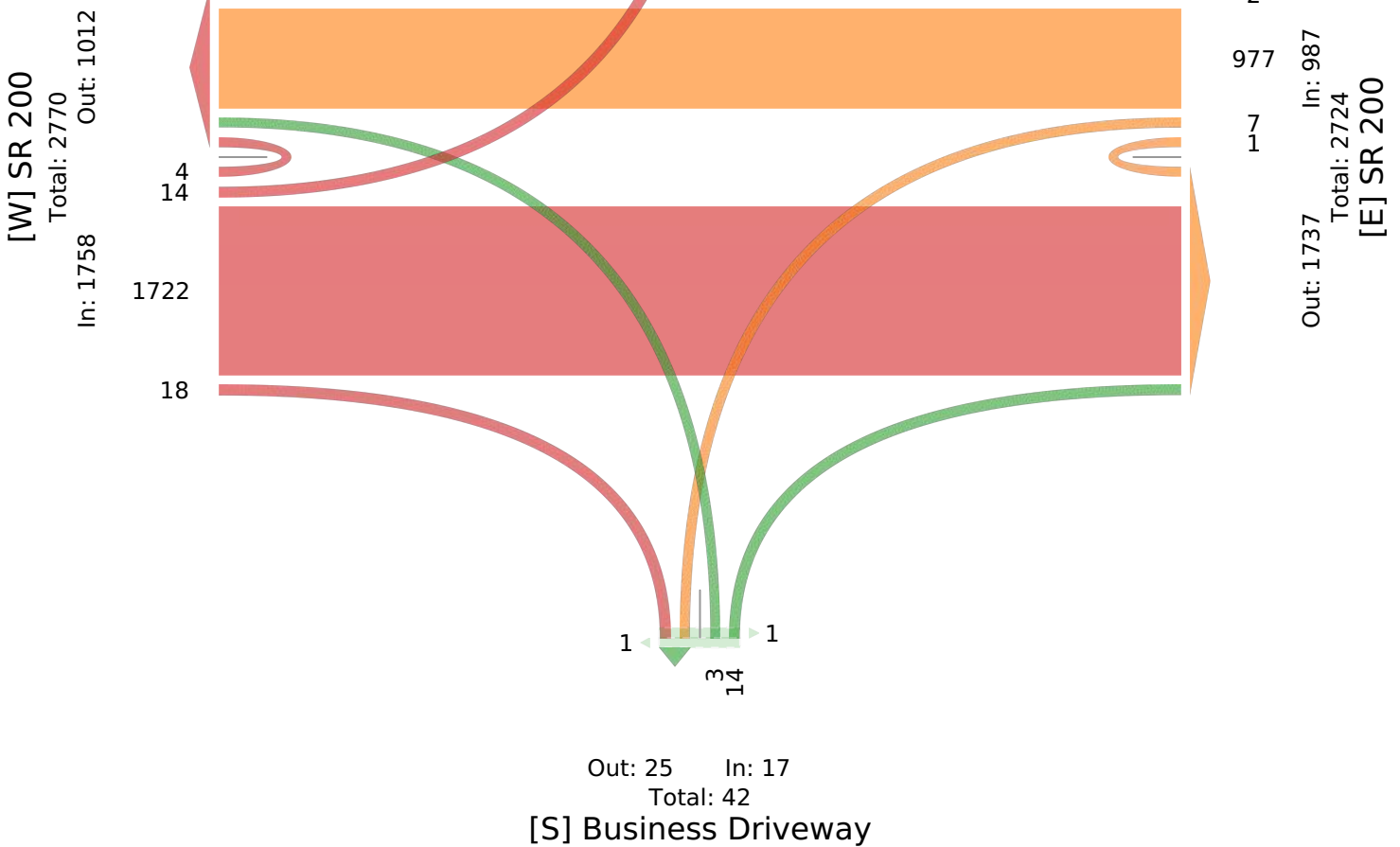
Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

[N] Friendly Rd

Total: 44

In: 28 Out: 16

28



1-SR 200 & Friendly Rd (FL24-092) - TMC

Tue Apr 2, 2024

Midday Peak (12 PM - 1 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1169810, Location: 30.632132, -81.466826



Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	Friendly Rd Southbound						SR 200 Westbound						Business Driveway Northbound						SR 200 Eastbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-04-02 12:00PM	0	0	5	0	5	1	12	361	0	0	373	0	1	0	11	0	12	2	4	352	12	1	369	0	759
12:15PM	1	0	6	0	7	0	9	328	0	0	337	0	4	0	11	1	16	1	4	350	9	2	365	1	725
12:30PM	0	0	3	0	3	0	4	336	1	0	341	0	2	0	8	0	10	0	2	394	8	1	405	0	759
12:45PM	1	0	1	0	2	0	6	328	2	0	336	0	1	0	9	0	10	0	5	386	14	1	406	0	754
Total	2	0	15	0	17	1	31	1353	3	0	1387	0	8	0	39	1	48	3	15	1482	43	5	1545	1	2997
% Approach	11.8%	0%	88.2%	0%	-	-	2.2%	97.5%	0.2%	0%	-	-	16.7%	0%	81.3%	2.1%	-	-	1.0%	95.9%	2.8%	0.3%	-	-	-
% Total	0.1%	0%	0.5%	0%	0.6%	-	1.0%	45.1%	0.1%	0%	46.3%	-	0.3%	0%	1.3%	0%	1.6%	-	0.5%	49.4%	1.4%	0.2%	51.6%	-	-
PHF	0.500	-	0.625	-	0.607	-	0.646	0.937	0.375	-	0.930	-	0.500	-	0.886	0.250	0.750	-	0.750	0.940	0.768	0.625	0.951	-	0.987
Lights and Motorcycles	1	0	15	0	16	-	31	1263	1	0	1295	-	8	0	39	1	48	-	15	1393	43	5	1456	-	2815
% Lights and Motorcycles	50.0%	0%	100%	0%	94.1%	-	100%	93.3%	33.3%	0%	93.4%	-	100%	0%	100%	100%	100%	-	100%	94.0%	100%	100%	94.2%	-	93.9%
Heavy	1	0	0	0	1	-	0	90	2	0	92	-	0	0	0	0	0	-	0	89	0	0	89	-	182
% Heavy	50.0%	0%	0%	0%	5.9%	-	0%	6.7%	66.7%	0%	6.6%	-	0%	0%	0%	0%	0%	-	0%	6.0%	0%	0%	5.8%	-	6.1%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1-SR 200 & Friendly Rd (FL24-092) - TMC

Tue Apr 2, 2024

Midday Peak (12 PM - 1 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1169810, Location: 30.632132, -81.466826



Provided by: Peggy Malone & Associates
 14286 Beach Blvd, 19-345,
 Jacksonville Beach, FL, 32250, US

[N] Friendly Rd

Total: 35

In: 17 Out: 18

15
2

1

1

3

1353

In: 1387

31

Out: 1523

Total: 2910

[E] SR 200

[W] SR 200

Total: 2926

Out: 1381

In: 1545

15

1482

43

1

2

18
3

Out: 75 In: 48

Total: 123

[S] Business Driveway

1-SR 200 & Friendly Rd (FL24-092) - TMC

Tue Apr 2, 2024

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1169810, Location: 30.632132, -81.466826



Provided by: Peggy Malone & Associates
14286 Beach Blvd, 19-345,
Jacksonville Beach, FL, 32250, US

Leg Direction	Friendly Rd Southbound					SR 200 Westbound					Business Driveway Northbound					SR 200 Eastbound					Int			
	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*				
Time																								
2024-04-02 4:45PM	0	0	9	0	9	5	458	1	0	464	2	1	0	4	0	5	0	1	312	5	0	318	0	796
5:00PM	0	0	11	0	11	0	473	2	0	475	0	1	0	7	0	8	0	5	313	4	1	323	0	817
5:15PM	0	0	4	0	4	2	453	0	0	455	0	0	0	9	0	9	1	4	341	4	1	350	0	818
5:30PM	0	0	8	0	8	2	494	1	0	497	0	1	0	4	0	5	0	6	365	4	0	375	0	885
Total	0	0	32	0	32	9	1878	4	0	1891	2	3	0	24	0	27	1	16	1331	17	2	1366	0	3316
% Approach	0%	0%	100%	0%	-	0.5%	99.3%	0.2%	0%	-	-	11.1%	0%	88.9%	0%	-	-	1.2%	97.4%	1.2%	0.1%	-	-	-
% Total	0%	0%	1.0%	0%	1.0%	0.3%	56.6%	0.1%	0%	57.0%	-	0.1%	0%	0.7%	0%	0.8%	-	0.5%	40.1%	0.5%	0.1%	41.2%	-	-
PHF	-	-	0.727	-	-0.727	0.450	0.950	0.500	-	0.951	-	0.750	-	0.667	-	0.750	-	0.667	0.912	0.850	0.500	0.911	-	0.937
Lights and Motorcycles	0	0	32	0	32	9	1829	3	0	1841	-	3	0	24	0	27	-	16	1300	17	2	1335	-	3235
% Lights and Motorcycles	0%	0%	100%	0%	100%	100%	97.4%	75.0%	0%	97.4%	-	100%	0%	100%	0%	100%	-	100%	97.7%	100%	100%	97.7%	-	97.6%
Heavy	0	0	0	0	0	0	49	1	0	50	-	0	0	0	0	0	-	0	31	0	0	31	-	81
% Heavy	0%	0%	0%	0%	0%	0%	2.6%	25.0%	0%	2.6%	-	0%	0%	0%	0%	0%	-	0%	2.3%	0%	0%	2.3%	-	2.4%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-	-	-	-	0	-	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	100%	-	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-	-	-	-	-	0	-	-	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	0%	-	-	-	-	-	-	-	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1-SR 200 & Friendly Rd (FL24-092) - TMC

Tue Apr 2, 2024

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

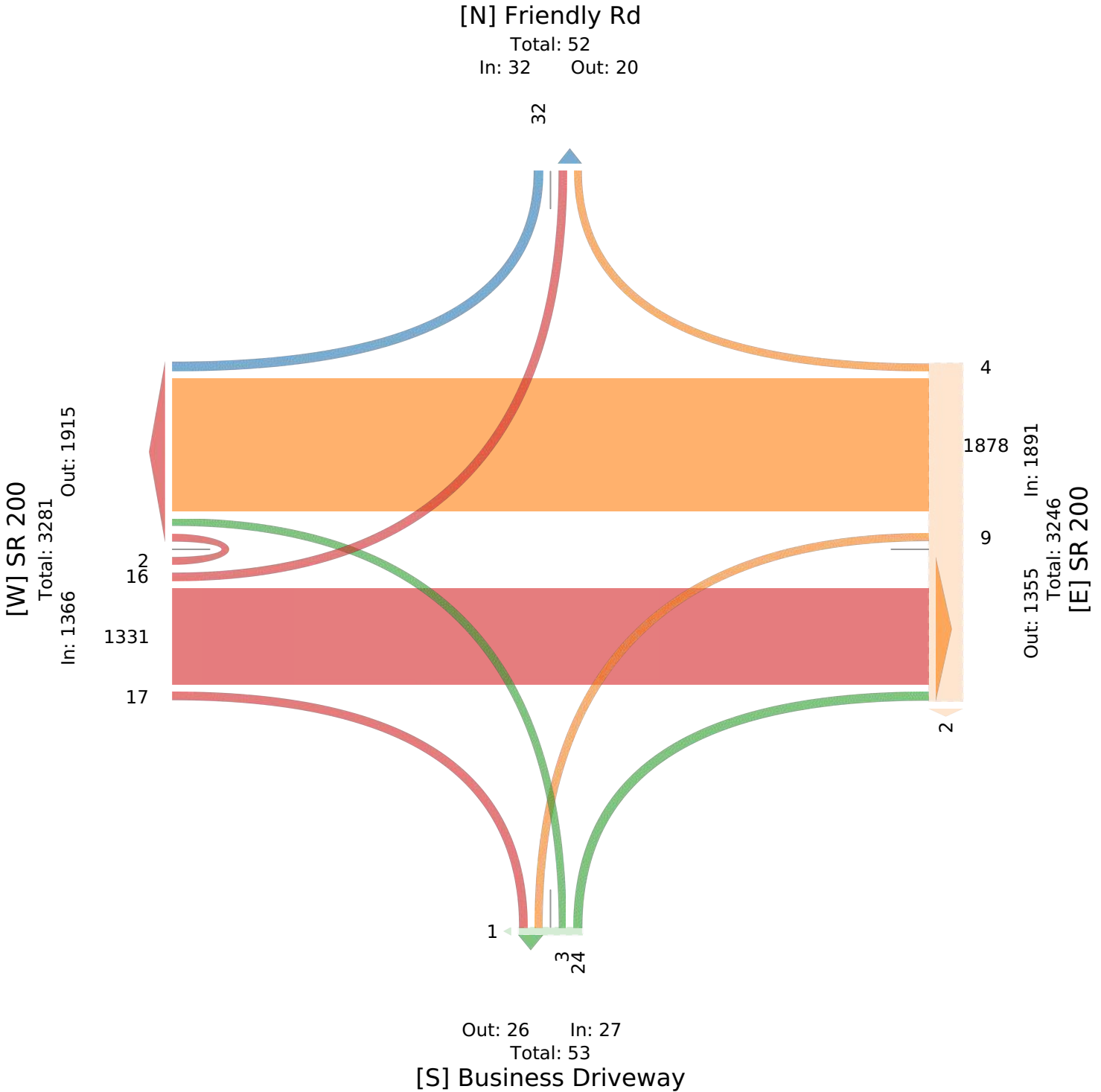
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1169810, Location: 30.632132, -81.466826



Provided by: Peggy Malone & Associates
 14286 Beach Blvd, 19-345,
 Jacksonville Beach, FL, 32250, US



Appendix D

Pagones Theorem

NDOT Research Report

Report No. 123-13-803



**Right-Turn Traffic Volume Adjustments in
Traffic Signal Warrant Analysis**



January 2015

**Nevada Department of Transportation
1263 South Stewart Street
Carson City, NV 89712**



be discussed below, to reduce the number of right turns on the minor street; District Seven just leaved the right-turn reduction to the judgment of engineers; Districts Three, Five, Six, Eight and Nine did not reduce any right turns from the minor street when performing signal warrant analysis. The State of Tennessee DOT was divided into four regions and all of them used engineering judgment to perform right-turn reduction. If the approach had one lane or no right-turn lane, the approach volume was generally not reduced. Reductions were based on traffic volume, storage capacity and geometrics. In many cases, the assumption was made that the geometry of the approach could be modified to handle an exclusive right-turn lane if the lane would help reduce the need for a signalized intersection. The author also concluded that the engineer should be aware that inter-state and intra-state variations in determining right-turn reduction.

Manual of Traffic Signal Design (MTSD) published by the ITE suggested that all right turns might be excluded in the analysis if the approach had a separate right-turn lane and a large-radius curb return. This exclusion could also apply when the right turns were made from a through lane and only a small-radius curb return was available.

A formal right-turn adjustment methodology has been developed by the Illinois DOT and also been used by the Alabama DOT ^[6]. It is a two-step methodology called **Pagones Theorem** that uses a minor street equivalent factor and a mainline congestion factor to estimate the portion of right turn volumes. The adjusted right-turn volume is calculated as following,

$$R_{adj} = R \times [1 - (f_{minor} - f_{main})] \quad (1)$$

where:

R_{adj} =adjusted right turn volume;

R = original right turn volume;

f_{minor} = minor street adjustment factor;

f_{main} = mainline congestion factor.

Note: if $f_{minor} - f_{main} < 0$, then $R_{adj} = R$.

The minor street adjustment factor reflects whether minor street geometry and traffic volumes permit the free movement of right turns and reduce right-turn volumes accordingly. The mainline congestion factor adjusts to account for the amount of congestion on the mainline. In essence, f_{minor} considers what portion of vehicles could get to the intersection to make a right-turn without delay while f_{main} determines whether there are enough gaps in mainline traffic to permit them to actually make that right-turn. The suggested values for f_{minor} and f_{main} are listed in Table 1 and 2 according to lane configuration and volume condition. For the mainline right-turn reduction, if there is no mainline right-turn lane, mainline right-turn volumes are added to the through volumes

for the lane volume calculations; if a right-turn lane is present, mainline right turn volumes are excluded from the calculation.

Table 1 Pagones Theorem Right-turn Adjustment Factors

Minor Street Adjustment Factor (f_{minor})			
Case	Lane Configuration	Volume Condition	f_{minor}
1		$R > 0.7V$	0.60
		$0.7V \geq R > 0.35V$	0.40
		$R \leq 0.35V$	0.20
2		$R > 3T$	0.60
		$3T \geq R > T/3$	0.40
		$R \leq T/3$	0.20
3		Any configuration with an exclusive right turn lane ≥ 500 ft. long. (See note* for shorter right turn lanes)	0.75
4		$R > (T+L)$	0.65
		$L > (T+R)$	Use Case 2
		$L \approx T \approx R (\pm 10 \text{ veh})$	0.40
		$L \approx T > 3R$	0.20
		$R \approx T > 3L$	0.50
		all other conditions	0.30
5		$R > T$	0.75
		$T \geq R > T/2$	0.50
		$T/2 \geq R > T/4$	0.30
		$R < T/4$	0.15

Table 2 Pagones Theorem Mainline Congestion Factors

Mainline Congestion Factor (f_{main})			
Mainline volume per lane (veh/hr/lane)	f_{main}	Mainline volume per lane (veh/hr/lane)	f_{main}
0 - 399	0.0	1100 - 1199	0.40
400 - 499	0.05	1200 - 1299	0.45
500 - 599	0.10	1300 - 1399	0.50
600 - 699	0.15	1400 - 1499	0.55
700 - 799	0.20	1500 - 1599	0.60
800 - 899	0.25	1600 - 1699	0.65
900 - 999	0.30	1700 - 1799	0.70
1000 - 1099	0.35	1800 - 1899	0.75

Appendix E

Delay Study

Peggy Malone and Associates

904-992-8072

File Name : SR 200 & Friendly Rd Delay Study
 Site Code : 00001042
 Start Date : 4/2/2024
 Page No : 1

L n.	No.	Joined Queue	Released From Queue	Delay
1	1	4:00:19 PM	4:00:23 PM	4
1	2	4:01:38 PM	4:02:05 PM	27
1	3	4:04:08 PM	4:04:56 PM	48
1	4	4:04:41 PM	4:05:01 PM	20
1	5	4:05:39 PM	4:06:44 PM	65
1	6	4:06:10 PM	4:06:49 PM	39
1	7	4:06:24 PM	4:06:58 PM	34
1	8	4:07:30 PM	4:07:56 PM	26
1	9	4:07:59 PM	4:08:06 PM	7
1	10	4:08:03 PM	4:08:14 PM	11
1	11	4:08:22 PM	4:08:24 PM	2
1	12	4:10:10 PM	4:10:13 PM	3
1	13	4:11:05 PM	4:11:08 PM	3
1	14	4:15:31 PM	4:17:26 PM	115
1	15	4:15:33 PM	4:17:32 PM	119
1	16	4:16:47 PM	4:17:51 PM	64
1	17	4:18:00 PM	4:19:30 PM	90
1	18	4:18:20 PM	4:19:34 PM	74
1	19	4:20:12 PM	4:20:19 PM	7
1	20	4:23:40 PM	4:24:11 PM	31
1	21	4:23:43 PM	4:24:35 PM	52
1	22	4:24:21 PM	4:24:40 PM	19
1	23	4:26:16 PM	4:26:17 PM	1
1	24	4:32:50 PM	4:33:54 PM	64
1	25	4:32:50 PM	4:34:00 PM	70
1	26	4:34:59 PM	4:35:07 PM	8
1	27	4:35:33 PM	4:35:47 PM	14
1	28	4:36:03 PM	4:36:13 PM	10
1	29	4:36:08 PM	4:36:35 PM	27
1	30	4:38:03 PM	4:38:32 PM	29
1	31	4:38:24 PM	4:38:58 PM	34
1	32	4:38:31 PM	4:39:11 PM	40
1	33	4:42:00 PM	4:42:28 PM	28
1	34	4:42:05 PM	4:42:46 PM	41
1	35	4:48:06 PM	4:48:09 PM	3
1	36	4:48:31 PM	4:48:33 PM	2
1	37	4:49:38 PM	4:49:42 PM	4
1	38	4:50:27 PM	4:50:35 PM	8
1	39	4:51:53 PM	4:52:30 PM	37
1	40	4:54:09 PM	4:54:34 PM	25
1	41	4:56:12 PM	4:56:45 PM	33
1	42	4:59:05 PM	4:59:24 PM	19
1	43	4:59:23 PM	5:00:00 PM	37

Summary Information:

4:00:00 PM - 5:01:00 PM	SR 200 & Friendly Rd Delay Study
Total Vehicle Count:	43
Delayed Vehicle Count:	43
Through Vehicle Count:	0
Average Stopped Time:	32.42
Maximum Stopped Time:	119
Min. Secs. for Delay:	0
Average Queue:	0.39
Queue Density:	1.52
Maximum Queue:	3
Delay in Vehicle Hour:	0.39
Total Delay:	1394

Appendix F

FDOT 5-Year Tentative Work Program

DISTRICT 2



TENTATIVE WORK PROGRAM PUBLIC HEARING REPORT

FISCAL YEAR 2025 TO FISCAL YEAR 2029



SUMMARY REPORT - NASSAU COUNTY

AS OF **10/11/2023-3:07 PM** SUBJECT TO CHANGE

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 2
PROJECTS FUNDED JULY 1, 2024 TO JUNE 30, 2029
VISIT US AT WWW.FDOT.GOV/WPPH/DISTRICT2

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 11, 2023

July 1, 2024 through June 30, 2029

Florida Department of Transportation - District Two

NASSAU COUNTY

Freight Logistics And Passenger Operations Program: Transit

427263-1 - NASSAU COUNTY FED SECT 5311 RURAL TRANSIT FUNDING

Type of Work: OPERATING/ADMIN. ASSISTANCE

Phase	Funding Source	2025	2026	2027	2028	2029
Operations	Federal	\$637,858	\$656,994	\$676,704	\$697,005	\$717,915
	Local	\$637,858	\$656,994	\$676,704	\$697,005	\$717,915
Total for Project 427263-1		\$1,275,716	\$1,313,988	\$1,353,408	\$1,394,010	\$1,435,830

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 11, 2023

July 1, 2024 through June 30, 2029

Florida Department of Transportation - District Two

NASSAU COUNTY

Highways

447175-1 - CRANDALL ROAD OVER MCQUEEN SWAMP BRIDGE #744304

Type of Work: BRIDGE REPLACEMENT

Phase	Funding Source	2025	2026	2027	2028	2029
Right of Way	Federal		\$36,183			
Construction	Federal				\$6,921,530	
	Local				\$135	
Environmental	Federal			\$210,000		
Total for Project 447175-1			\$36,183	\$210,000	\$6,921,665	

413532-1 - D2-NASSAU COUNTY TRAFFIC SIGNAL MAINTENANCE AGREEMENT

Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Funding Source	2025	2026	2027	2028	2029
Operations	State	\$171,754	\$176,908	\$182,392	\$188,045	\$193,875
Total for Project 413532-1		\$171,754	\$176,908	\$182,392	\$188,045	\$193,875

447863-1 - I-95 YULEE WEIGH STATION - INSPECTION BARN UPGRADES

Type of Work: MCCO WEIGH STATION STATIC/WIM

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	State			\$549,613		
Total for Project 447863-1				\$549,613		

427475-2 - I-95(SR9) FROM DUVAL CL TO SOUTH OF SR200(US301)

Type of Work: RESURFACING

Phase	Funding Source	2025	2026	2027	2028	2029
Preliminary Engineering	Federal	\$1,867,168				
Construction	Federal			\$6,438,228		
Total for Project 427475-2		\$1,867,168		\$6,438,228		

213469-3 - I-95(SR9) FROM SR200 TO GEORGIA STATE LINE

Type of Work: RESURFACING

Phase	Funding Source	2025	2026	2027	2028	2029
Preliminary Engineering	Federal	\$11,523,403				
Construction	Federal			\$28,443,515		
Total for Project 213469-3		\$11,523,403		\$28,443,515		

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Florida Department of Transportation - District Two

NASSAU COUNTY

Highways

447916-1 - I-95(SR9) YULEE WEIGH STATION RESURFACING

Type of Work: MCCO WEIGH STATION STATIC/WIM

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	State		\$16,056,699			
Total for Project 447916-1			\$16,056,699			

438600-2 - I-95(SR9)SB WELCOME STATION IMPROVEMENTS

Type of Work: WELCOME STATION

Phase	Funding Source	2025	2026	2027	2028	2029
Environmental	State			\$300,000		
Total for Project 438600-2				\$300,000		

210565-3 - SR115 FROM THE DUVAL COUNTY LINE TO US1

Type of Work: RESURFACING

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	Federal	\$680,748				
	State	\$6,523,292				
Total for Project 210565-3		\$7,204,040				

447364-3 - SR5(US17) AT WILLIAM BURGESS BLVD

Type of Work: INTERSECTION IMPROVEMENT

Phase	Funding Source	2025	2026	2027	2028	2029
Right of Way	Federal	\$1,063,000	\$635,106			
	State		\$21,500			
Total for Project 447364-3		\$1,063,000	\$656,606			

210673-3 - SR5(US17) FROM LIPPIZAN COURT TO THE GEORGIA STATE LINE

Type of Work: RESURFACING

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	Federal		\$2,306,181			
	State		\$616,422			
Total for Project 210673-3			\$2,922,603			

210679-2 - SRA1A(ATLANTIC AVE) FROM CENTER STREET TO SOUTH FLETCHER

Type of Work: RESURFACING

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	Federal		\$2,040,456			
	State		\$1,416,259			
Total for Project 210679-2			\$3,456,715			

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July 1, 2024 through June 30, 2029

Florida Department of Transportation - District Two

NASSAU COUNTY

Highways

210711-5 - SRA1A(SR200) FROM ONEIL SCOTT ROAD TO AMELIA RIVER

Type of Work: RESURFACING

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	Federal		\$4,311,773			
	State		\$751,348			
Total for Project 210711-5			\$5,063,121			

446280-2 - US17 YULEE WEIGH STATION - LIGHTING

Type of Work: MCCO WEIGH STATION STATIC ONLY

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	State	\$274,894				
Total for Project 446280-2		\$274,894				

446280-1 - US17 YULEE WEIGH STATION - SIGNING & PAVEMENT MARKINGS

Type of Work: MCCO WEIGH STATION STATIC ONLY

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	State	\$248,401				
Total for Project 446280-1		\$248,401				

430916-3 - YULEE ELEMENTARY, FELMOR ROAD

Type of Work: SIDEWALK

Phase	Funding Source	2025	2026	2027	2028	2029
Preliminary Engineering	Federal	\$113,329				
Construction	Federal			\$622,296		
Total for Project 430916-3		\$113,329		\$622,296		

445320-3 - YULEE MAINLINE WEIGH IN MOTION (WIM) SCREENING

Type of Work: MCCO WEIGH STATION STATIC/WIM

Phase	Funding Source	2025	2026	2027	2028	2029
Construction	State			\$4,443,654		
Total for Project 445320-3				\$4,443,654		

Draft Tentative Five-Year Work Program Public Hearing Summary Report - As of October 11, 2023

July 1, 2024 through June 30, 2029

Florida Department of Transportation - District Two

NASSAU COUNTY

Maintenance

414418-1 - LIGHTING AGREEMENTS NASSAU COUNTY

Type of Work: LIGHTING

Phase	Funding Source	2025	2026	2027	2028	2029
Bridge/Roadway/Contract Maintenance	State	\$70,254	\$72,360			
Total for Project 414418-1		\$70,254	\$72,360			

214674-4 - NASSAU COUNTY ROUTINE MAINTENANCE

Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2025	2026	2027	2028	2029
Bridge/Roadway/Contract Maintenance	State	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
Total for Project 214674-4		\$300,000	\$300,000	\$300,000	\$300,000	\$300,000

215196-4 - NASSAU COUNTY ROUTINE MAINTENANCE - INTERSTATE














Type of Work: ROUTINE MAINTENANCE

Phase	Funding Source	2025	2026	2027	2028	2029
Bridge/Roadway/Contract Maintenance	State	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Total for Project 215196-4		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000

Appendix G

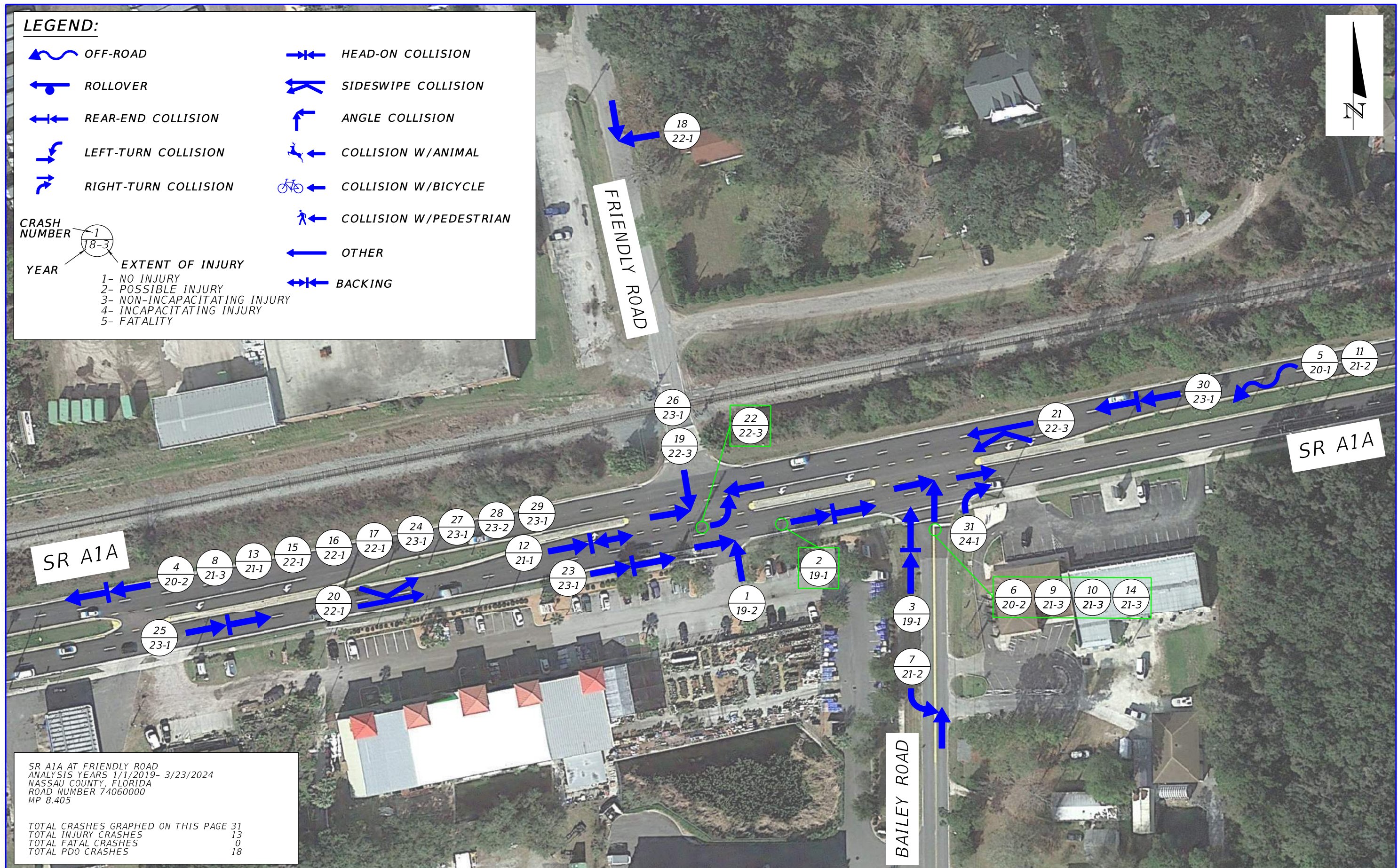
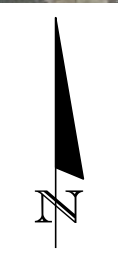
Collision Summary
Collision Diagram

LEGEND:

-  OFF-ROAD
-  ROLLOVER
-  REAR-END COLLISION
-  LEFT-TURN COLLISION
-  RIGHT-TURN COLLISION
-  HEAD-ON COLLISION
-  SIDESWIPE COLLISION
-  ANGLE COLLISION
-  COLLISION W/ANIMAL
-  COLLISION W/BICYCLE
-  COLLISION W/PEDESTRIAN
-  OTHER
-  BACKING

CRASH NUMBER
 YEAR

EXTENT OF INJURY
 1- NO INJURY
 2- POSSIBLE INJURY
 3- NON-INCAPACITATING INJURY
 4- INCAPACITATING INJURY
 5- FATALITY



SR A1A AT FRIENDLY ROAD
 ANALYSIS YEARS 1/1/2019- 3/23/2024
 NASSAU COUNTY, FLORIDA
 ROAD NUMBER 74060000
 MP 8.405

TOTAL CRASHES GRAPHED ON THIS PAGE 31
 TOTAL INJURY CRASHES 13
 TOTAL FATAL CRASHES 0
 TOTAL PDO CRASHES 18

DATE		DESCRIPTION		REVISIONS		PETERS AND YAFFEE, INC 9822 TAPESTRY PARK CIRCLE, SUITE 205 JACKSONVILLE, FL 32246	COLLISION DIAGRAM SR A1A AT FRIENDLY ROAD		SHEET NO.	
DATE	DESCRIPTION	DATE	DESCRIPTION	DATE	DESCRIPTION					

Appendix H

Traffic Signal Warrant Forms
U.S. DOT Crossing Inventory Form

Input Data

City: **Amelia Island**
County: **72 – Duval**
District: **Two**

Engineer: **Austin Chapman**
Date: **April 11, 2024**

Major Street: **SR A1A**
Minor Street: **Friendly Road**

Major Street # Lanes: **2**
Minor Street # Lanes: **1**

Major Approach Speed: **45 mph**
Minor Approach Speed: **30 mph**

Eight Hour Volumes (Condition A)			For Warrant 7
Hours	Major Street (total of both approaches)	Minor Street (one direction only)	Ped Crossings on Major Street
9 AM - 10 AM	2493	23	0
10 AM - 11 AM	2571	35	0
11 AM - 12 PM	2771	35	0
12 PM - 1 PM	2932	32	1
1 PM - 2 PM	2896	31	1
2 PM - 3 PM	3148	33	0
3 PM - 4 PM	3201	24	0
4 PM - 5 PM	3081	30	2

Eight Hour Volumes (Condition B)		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
9 AM - 10 AM	2493	23
10 AM - 11 AM	2571	35
11 AM - 12 PM	2771	35
12 PM - 1 PM	2932	32
1 PM - 2 PM	2896	31
2 PM - 3 PM	3148	33
3 PM - 4 PM	3201	24
4 PM - 5 PM	3081	30

Highest Four Hour Vehicular Volumes		
Hours	Major Street (total of both approaches)	Minor Street (one direction only)
10 AM - 11 AM	2571	35
11 AM - 12 PM	2771	35
12 PM - 1 PM	2932	32
2 PM - 3 PM	3148	33

Highest Four Hour Pedestrian Volumes		
Hours	Major Street (total of both approaches)	Pedestrian Crossings on Major Street
12 PM - 1 PM	2932	1
1 PM - 2 PM	2896	1
3 PM - 4 PM	3201	0
4 PM - 5 PM	3081	2

Vehicular Peak Hour Volumes			
Peak Hour	Major Street (total of both approaches)	Minor Street (one direction only)	Total Entering Volume
11 AM - 12 PM	2771	35	2820

Pedestrian Peak Hour Volumes		
Peak Hour	Major Street (total of both approaches)	Pedestrian Crossing Volumes on Major Street
4 PM - 5 PM	3081	2

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Amelia Island**
County: **72 – Duval**
District: **Two**

Engineer: **Austin Chapman**
Date: **April 11, 2024**

Major Street: **SR A1A** Lanes: **2** Major Approach Speed: **45 mph**
Minor Street: **Friendly Road** Lanes: **1** Minor Approach Speed: **30 mph**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? Yes No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? Yes No
- "70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" MAY 70% 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A **or** Condition B is "100%" satisfied for eight hours. Yes No

Warrant 1 is also satisfied if both Condition A **and** Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems). Yes No

Warrant 1 is satisfied if Condition A **or** Condition B is "70%" satisfied for eight hours. Yes No

Condition A - Minimum Vehicular Volume

Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

- Applicable: Yes No
100% Satisfied: Yes No
80% Satisfied: Yes No
70% Satisfied: Yes No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% ^a	80% ^b	70% ^c	100% ^a	80% ^b	70% ^c
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

^a Basic Minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	9 AM - 10 AM	10 AM - 11 AM	11 AM - 12 PM	12 PM - 1 PM	1 PM - 2 PM	2 PM - 3 PM	3 PM - 4 PM	4 PM - 5 PM
Major	2,493	2,571	2,771	2,932	2,896	3,148	3,201	3,081
Minor	23	35	35	32	31	33	24	30

Existing Volumes

State of Florida Department of Transportation
TRAFFIC SIGNAL WARRANT SUMMARY

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Applicable:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
100% Satisfied:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
80% Satisfied:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
70% Satisfied:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% ^a	80% ^b	70% ^c	100% ^a	80% ^b	70% ^c
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

^a Basic Minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Eight Highest Hours								
Street	9 AM - 10 AM	10 AM - 11 AM	11 AM - 12 PM	12 PM - 1 PM	1 PM - 2 PM	2 PM - 3 PM	3 PM - 4 PM	4 PM - 5 PM
Major	2,493	2,571	2,771	2,932	2,896	3,148	3,201	3,081
Minor	23	35	35	32	31	33	24	30

Existing Volumes

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Amelia Island**
County: **72 – Duval**
District: **Two**

Engineer: **Austin Chapman**
Date: **April 11, 2024**

Major Street: **SR A1A** Lanes: **2** Major Approach Speed: **45 mph**
Minor Street: **Friendly Road** Lanes: **1** Minor Approach Speed: **30 mph**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

- Is the posted speed or 85th-percentile of major street > 40 mph? Yes No
 - Is the intersection in a built-up area of an isolated community with a population < 10,000? Yes No
- "70%" volume level may be used if Question 1 or 2 above is answered "Yes" MAY 70% 100%

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

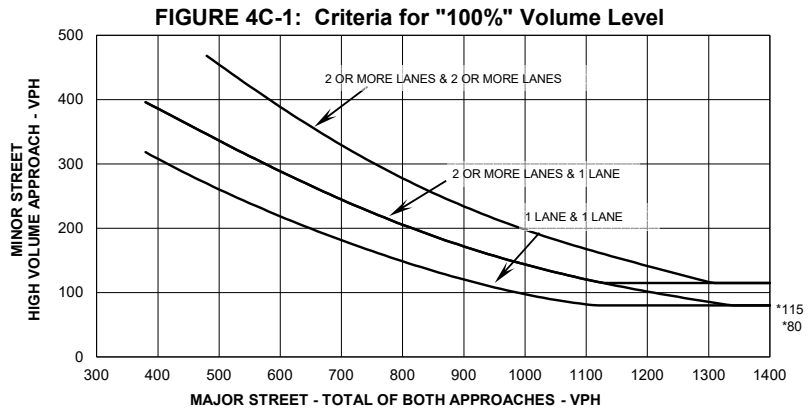
If all four points lie above the applicable line, then the warrant is satisfied.

Applicable: Yes No
Satisfied: Yes No

Plot four volume combinations on the applicable figure below.

100% Volume Level

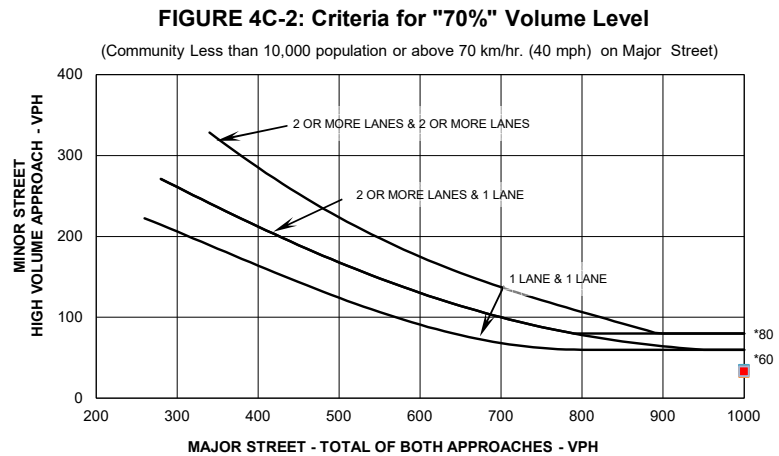
Four Highest Hours	Volumes	
	Major Street	Minor Street



* Note: 115 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 80 mph applies as the lower threshold volume threshold for a minor street approach with one lane.

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
10 AM - 11 AM	2571	35
11 AM - 12 PM	2771	35
12 PM - 1 PM	2932	32
2 PM - 3 PM	3148	33



* Note: 80 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 60 ph. applies as the lower threshold volume threshold for a minor street approach with one lane.

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Amelia Island**
County: **72 – Duval**
District: **Two**

Engineer: **Austin Chapman**
Date: **April 11, 2024**

Major Street: **SR A1A** Lanes: **2** Major Approach Speed: **45 mph**
Minor Street: **Friendly Road** Lanes: **1** Minor Approach Speed: **30 mph**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

- Is the posted speed or 85th-percentile of major street > 40 mph? Yes No
 - Is the intersection in a built-up area of an isolated community with a population < 10,000? Yes No
- "70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" MAY 70% 100%

WARRANT 3 - PEAK HOUR

If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.

Applicable: Yes No
Satisfied: Yes No

Unusual condition justifying use of warrant:

Industrial Complex

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.
11 AM - 12 PM	2771	35

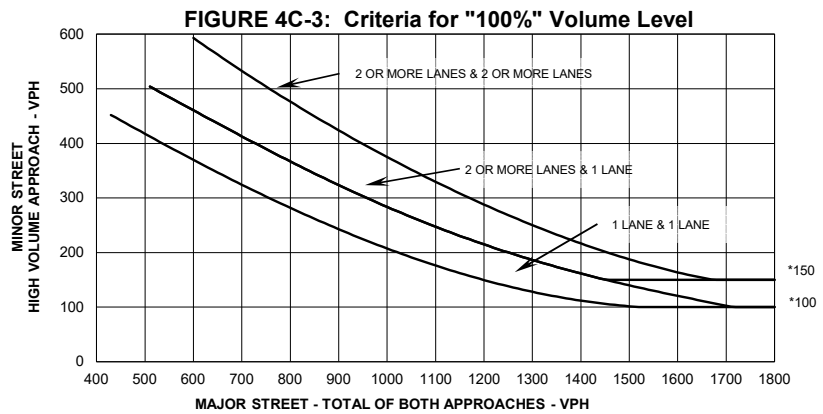
Criteria

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		
Fulfilled?:	<input type="checkbox"/> Yes	<input type="checkbox"/> No

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*		
Fulfilled?:	<input type="checkbox"/> Yes	<input type="checkbox"/> No

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		
Fulfilled?:	<input type="checkbox"/> Yes	<input type="checkbox"/> No

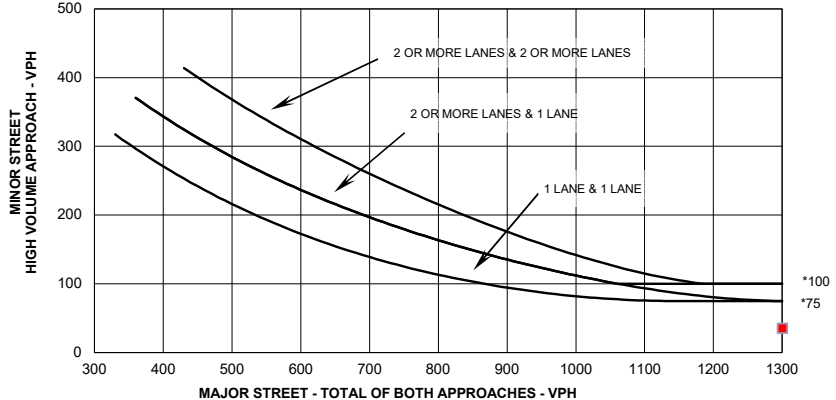
Plot volume combination on the applicable figure below.



* Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

Figure 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr. (40 mph) on Major Street)



* Note: 100 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 75 phi applies as the lower threshold volume threshold for a minor street approach with one lane.

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Amelia Island**
County: **72 – Duval**
District: **Two**

Engineer: **Austin Chapman**
Date: **April 11, 2024**

Major Street: **SR A1A** Lanes: **2** Major Approach Speed: **45 mph**
Minor Street: **Friendly Road** Lanes: **1** Minor Approach Speed: **30 mph**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

- Is the posted speed or 85th-percentile of major street > 35 mph? Yes No
 - Is the intersection in a built-up area of an isolated community with a population < 10,000? Yes No
- "70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" MAY 70% 100%

Option

Pedestrian volume crossing the major street **may** be reduced as much as 50% if the 15th-percentile crossing speed of pedestrians is less than 3.5 ft/sec. A walking speed study was conducted which reported a pedestrian speed less than 3.5 ft/sec for the 15th percentile. Yes No

WARRANT 4 - PEDESTRIAN VOLUME

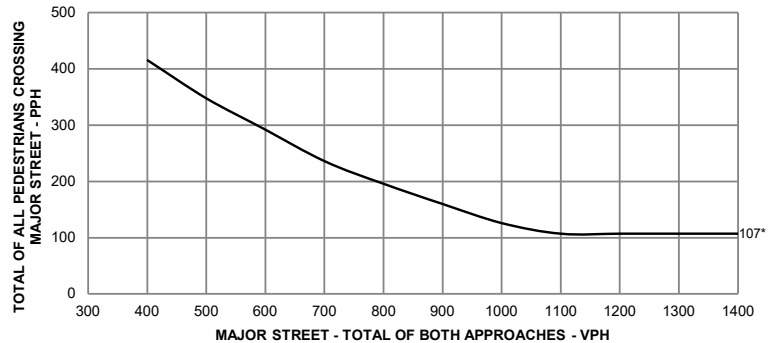
For each of any 4 hours of an average day, the plotted points lie above the appropriate line, then the warrant is satisfied. Yes No
Applicable: Yes No
Satisfied: Yes No

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total

Plot four volume combinations on the applicable figure below.

Figure 4C-5. Criteria for "100%" Volume Level

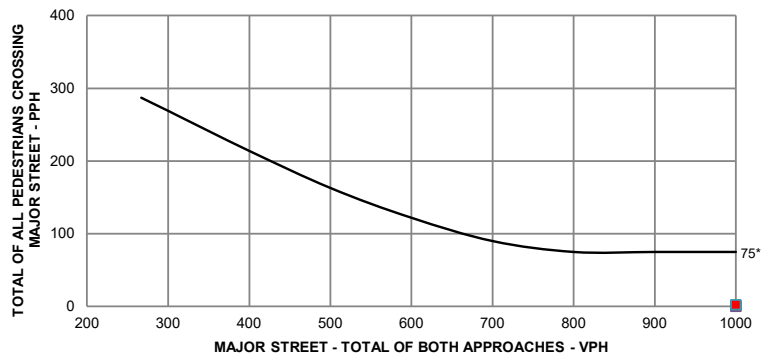


* Note: 107 pph applies as the lower threshold volume for 100% volume level

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Pedestrian Total
12 PM - 1 PM	2932	1
1 PM - 2 PM	2896	1
3 PM - 4 PM	3201	
4 PM - 5 PM	3081	2

Figure 4C-6 Criteria for "70%" Volume Level



* Note: 75 pph applies as the lower threshold volume for 70% volume level

WARRANT 4 - PEDESTRIAN VOLUME

For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point falls above the appropriate line, then the warrant is satisfied.

Applicable: Yes No
 Satisfied: Yes No

Plot one volume combination on the applicable figure below.

100% Volume Level

Peak Hour	Volumes	
	Major Street	Pedestrian Total

Figure 4C-7. Criteria for "100%" Volume Level - Peak Hour

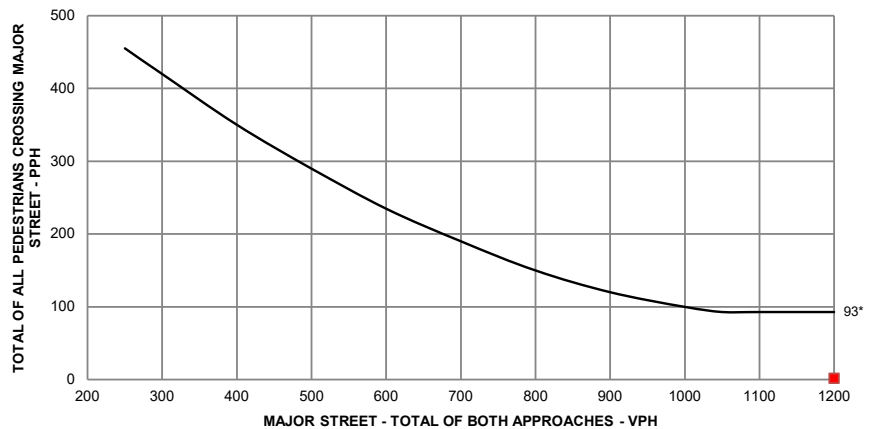


* Note: 133 pph applies as the lower threshold volume

70% Volume Level

Peak Hour	Volumes	
	Major Street	Pedestrian Total
4 PM - 5 PM	3081	2

Figure 4C-8 Criteria for "70%" Volume Level - Peak Hour



* Note: 93 pph applies as the lower threshold volume

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Amelia Island**
 County: **72 – Duval**
 District: **Two**

Engineer: **Austin Chapman**
 Date: **April 11, 2024**

Major Street: **SR A1A** Lanes: **2** Major Approach Speed: **45 mph**
 Minor Street: **Friendly Road** Lanes: **1** Minor Approach Speed: **30 mph**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

WARRANT 5 - SCHOOL CROSSING

Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Applicable: Yes No

Satisfied: Yes No

Criteria				Fulfilled?	
				Yes	No
1.	There are a minimum of 20 students crossing the major street during the highest crossing hour.	Students:	Hour:		
2.	There are fewer adequate gaps in the major street traffic stream during the period when the children are using the established school crossing than the number of minutes in the same period.	Minutes:	Gaps:		
3.	The nearest traffic signal along the major street is located more than 300 ft. (90 m) away, or the nearest signal is within 300 ft. (90 m) but the proposed traffic signal will not restrict the progressive movement of traffic.				

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Amelia Island**
 County: **72 – Duval**
 District: **Two**

Engineer: **Austin Chapman**
 Date: **April 11, 2024**

Major Street: **SR A1A** Lanes: **2** Major Approach Speed: **45 mph**
 Minor Street: **Friendly Road** Lanes: **1** Minor Approach Speed: **30 mph**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

WARRANT 6 - COORDINATED SIGNAL SYSTEM

Indicate if the criteria are fulfilled in the boxes provided. The warrant is satisfied if either criterion is fulfilled. This warrant should not be applied when the resulting signal spacing would be less than 300 m (1,000 ft).

Applicable: Yes No
 Satisfied: Yes No

Criteria	Fulfilled?	
	Yes	No
1. On a one-way street or a street that has traffic predominately in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.		
2. On a two-way street, adjacent signals do not provide the necessary degree of platooning, and the proposed and adjacent signals will collectively provide a progressive operation.		

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Amelia Island**
County: **72 – Duval**
District: **Two**

Engineer: **Austin Chapman**
Date: **April 11, 2024**

Major Street: **SR A1A**
Minor Street: **Friendly Road**

Lanes: **2** Major Approach Speed: **45 mph**
Lanes: **1** Minor Approach Speed: **30 mph**

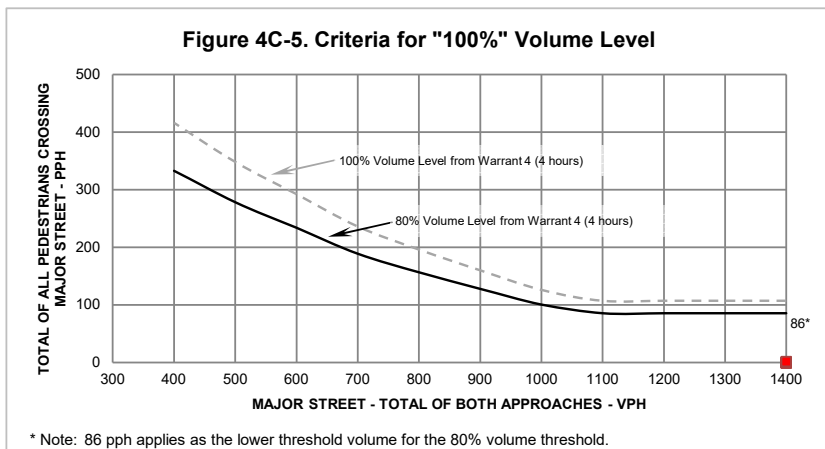
MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

WARRANT 7 - CRASH EXPERIENCE

Record hours where criteria are fulfilled, the corresponding volume, and other information in the boxes provided. The warrant is satisfied if **all three** of the criteria are fulfilled.

Applicable: Yes No
Satisfied: Yes No

Criteria				Fulfilled?	
				Yes	No
1. Adequate trial of other remedial measure has failed to reduce crash frequency.	Measure tried:	Intersection warning signs		Yes	
2. Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12-month period.	Observed Crash Types:	Angle, Left-Turn	Number of crashes per 12 months: 3		No
3. One of the following volume warrants is met:				Met?	
Warrant 1, Condition A (80% satisfied), or				No	
Warrant 1, Condition B (80% satisfied), or				No	
Warrant 4, Pedestrian Volume satisfied at 80% of volume requirements for any 8 hours of an average day.				No	
	Hour	Major Street Volume	Ped Crossings Volume		
	9 AM - 10 AM	2493			
	10 AM - 11 AM	2571			
	11 AM - 12 PM	2771			
	12 PM - 1 PM	2932	1		
	1 PM - 2 PM	2896	1		
	2 PM - 3 PM	3148			
	3 PM - 4 PM	3201			
	4 PM - 5 PM	3081	2		



TRAFFIC SIGNAL WARRANT SUMMARY

City: **Amelia Island**
County: **72 – Duval**
District: **Two**

Engineer: **Austin Chapman**
Date: **April 11, 2024**

Major Street: **SR A1A**
Minor Street: **Friendly Road**

Lanes: **2** Major Approach Speed: **45 mph**
Lanes: **1** Minor Approach Speed: **30 mph**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

WARRANT 8 - ROADWAY NETWORK

Record hours where criteria are fulfilled, and the corresponding volume or other information in the boxes provided. The warrant is satisfied if at least one of the criteria is fulfilled and if all intersecting routes have one or more of the Major Route characteristics listed.

Applicable: Yes No
Satisfied: Yes No

Criteria						Met?		Fulfilled?	
						Yes	No	Yes	No
1. Both of the criteria to the right are met.	a. Total entering volume of at least 1,000 veh/hr during a typical weekday peak hour.	Entering Volume:							
	b. Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.	Warrant:	1	2	3				
		Satisfied?:							
2. Total entering volume at least 1,000 veh/hr for each of any 5 hrs of a non-normal business day (Sat. or Sun.)						← Hour			
						← Volume			

Characteristics of Major Routes						Met?		Fulfilled?	
						Yes	No	Yes	No
1. Part of the street or highway system that serves as the principal roadway network for through traffic flow.	Major Street:								
	Minor Street:								
2. Rural or suburban highway outside of, entering, or traversing a city.	Major Street:								
	Minor Street:								
3. Appears as a major route on an official plan.	Major Street:								
	Minor Street:								

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Amelia Island**
County: **72 – Duval**
District: **Two**

Engineer: **Austin Chapman**
Date: **April 11, 2024**

Major Street: **SR A1A**
Minor Street: **Friendly Road**

Lanes: **2** Major Approach Speed: **45 mph**
Lanes: **1** Minor Approach Speed: **30 mph**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Approach Lane Criteria

1. How many approach lanes are there at the track crossing? 1 2 or more
If there is 1 lane, use Figure 4C-9 and if there are 2 or more, use Figure 4C-10. Fig 4C-9 Fig 4C-10

WARRANT 9 - INTERSECTION NEAR A GRADE CROSSING

This signal warrant should be applied only after adequate consideration has been given to other alternatives or after a trial of an alternative has failed to alleviate the safety concerns associated with the grade crossing.

Indicate if both criteria are fulfilled in the boxes provided. The warrant is satisfied if both criteria are met.

Applicable: Yes No
Satisfied: Yes No

Criteria	Fulfilled?	
	Yes	No
1. A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach; and	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. During the highest traffic volume hour during which the rail uses the crossing, the plotted point falls above the applicable curve for the existing combination of approach lanes over the track and the distance D (clear storage distance).	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Use the following tables (4C-2, 4C-3, and 4C-4 to appropriately adjust the minor-street approach volume).

Inputs

Occurrences of Rail traffic per day
% of High Occupancy Buses on Approach Lane at Track Crossing
Enter D (feet)
% of Tractor-Trailer Trucks on Approach Lane at Track Crossing

2
2%
39
10.80%

Adjustment Factors from Tables

0.91
1.09
1.00

Table 4C-2. Adjustment Factor for Daily Frequency of Rail Traffic

Rail Traffic per Day	Adjustment Factor
1	0.67
2	0.91
3 to 5	1.00
6 to 8	1.18
9 to 11	1.25
12 or more	1.33

Table 4C-3. Adjustment Factor for Percentage of High-Occupancy Buses

% of High-Occupancy Buses* on Minor Street Approach	Adjustment Factor
0%	1.00
2%	1.09
4%	1.19
6% or more	1.32

* A high-occupancy bus is defined as a bus occupied by at least 20 people

Table 4C-4. Adjustment Factor for Percentage of Tractor-Trailer Trucks

% of Tractor-Trailer Trucks on Minor-Street Approach	Adjustment Factor	
	D less than 70 feet	D of 70 feet or more
0% to 2.5%	0.50	0.50
2.6% to 7.5%	0.75	0.75
7.6% to 12.5%	1.00	1.00
12.6% to 17.5%	2.30	1.15
17.6% to 22.5%	2.70	1.35
22.6% to 27.5%	3.28	1.64
More than 27.5%	4.18	2.09

Input the major and minor street volumes before adjustment factors are applied

1 Approach Lane		
39	2771	35

D (ft) Major Vol. Minor Vol.

After adjustment factors are applied

1 Approach Lane w/Factors		
39	2771	35

D (ft) Major Vol. Minor Vol.

Input D and the major and minor street volumes before adjustment factors are applied

2 or more Approach Lanes		

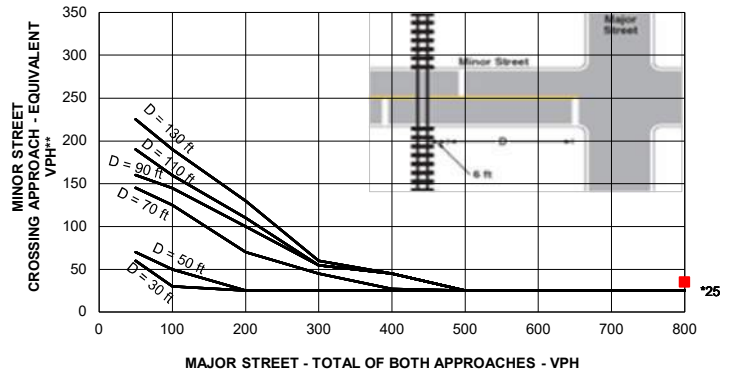
D (ft) Major Vol. Minor Vol.

After adjustment factors are applied

2+ Approach Lane w/Factors		

D (ft) Major Vol. Minor Vol.

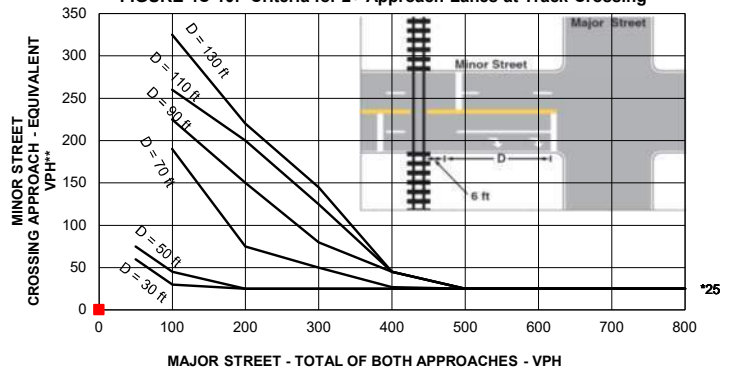
FIGURE 4C-9: Criteria for 1 Approach Lane at the Track Crossing



* Note: 25 vph applies as the lower threshold volume

**Note: VPH after applying the adjustment factors in Tables 4C-2, 4C, and or 4C-4, if appropriate

FIGURE 4C-10: Criteria for 2+ Approach Lanes at Track Crossing



* Note: 25 vph applies as the lower threshold volume

**Note: VPH after applying the adjustment factors in Tables 4C-2, 4C, and or 4C-4, if appropriate

TRAFFIC SIGNAL WARRANT SUMMARY

City: **Amelia Island**
 County: **72 – Duval**
 District: **Two**

Engineer: **Austin Chapman**
 Date: **April 11, 2024**

Major Street: **SR A1A**
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MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

CONCLUSIONS

Remarks:

WARRANTS SATISFIED:

Warrant 1	<input type="checkbox"/> Not Applicable	<input type="checkbox"/> Met	<input checked="" type="checkbox"/> Not Met
Warrant 2	<input type="checkbox"/> Not Applicable	<input type="checkbox"/> Met	<input checked="" type="checkbox"/> Not Met
Warrant 3	<input checked="" type="checkbox"/> Not Applicable	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met
Warrant 4	<input type="checkbox"/> Not Applicable	<input type="checkbox"/> Met	<input checked="" type="checkbox"/> Not Met
Warrant 5	<input checked="" type="checkbox"/> Not Applicable	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met
Warrant 6	<input checked="" type="checkbox"/> Not Applicable	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met
Warrant 7	<input type="checkbox"/> Not Applicable	<input type="checkbox"/> Met	<input checked="" type="checkbox"/> Not Met
Warrant 8	<input checked="" type="checkbox"/> Not Applicable	<input type="checkbox"/> Met	<input type="checkbox"/> Not Met
Warrant 9	<input type="checkbox"/> Not Applicable	<input checked="" type="checkbox"/> Met	<input type="checkbox"/> Not Met

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY) 04 / 05 / 2024	B. Reporting Agency <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input checked="" type="checkbox"/> State <input type="checkbox"/> Other	C. Reason for Update (Select only one) <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	D. DOT Crossing Inventory Number 620811K
---	--	--	--

Part I: Location and Classification Information

1. Primary Operating Railroad First Coast Railroad Inc. [FCRD]		2. State FLORIDA		3. County NASSAU	
4. City / Municipality <input type="checkbox"/> In <input checked="" type="checkbox"/> Near FERNANDINA BEACH		5. Street/Road Name & Block Number FRIENDLY RD 2469 (Street/Road Name) *(Block Number)		6. Highway Type & No. NA	
7. Do Other Railroads Operate a Separate Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR _____			8. Do Other Railroads Operate Over Your Track at Crossing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR _____		
9. Railroad Division or Region <input type="checkbox"/> None american region		10. Railroad Subdivision or District <input type="checkbox"/> None FERNANDINA		11. Branch or Line Name <input checked="" type="checkbox"/> None	
12. RR Milepost SMA 0044.27 _____ (prefix) (nnnn.nnn) (suffix)		13. Line Segment *		14. Nearest RR Timetable Station * Fernandina	
15. Parent RR (if applicable) <input checked="" type="checkbox"/> N/A		16. Crossing Owner (if applicable) <input type="checkbox"/> N/A CSXT		17. Crossing Type <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
18. Crossing Purpose <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		19. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		20. Public Access (if Private Crossing) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
21. Type of Train <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		22. Average Passenger Train Count Per Day <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0	
23. Type of Land Use <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
24. Is there an Adjacent Crossing with a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number _____			25. Quiet Zone (FRA provided) <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established _____		
26. HSR Corridor ID <input checked="" type="checkbox"/> N/A		27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn) 30.6323520		28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn) -81.4668590	
29. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated		30.A. Railroad Use * Update Parent RR to N/A Per Rory @FRA and Dale H. 8.11			
30.B. Railroad Use *		30.C. Railroad Use *			
30.D. Railroad Use *		30.E. Railroad Use *			
31.A. State Use *			31.B. State Use *		
31.C. State Use *			31.D. State Use *		
32.A. Narrative (Railroad Use) *			32.B. Narrative (State Use) *		
33. Emergency Notification Telephone No. (posted) 800-800-3490		34. Railroad Contact (Telephone No.) 904-261-0888		35. State Contact (Telephone No.) 850-414-4907	

Part II: Railroad Information

1. Estimated Number of Daily Train Movements				
1.A. Total Day Thru Trains (6 AM to 6 PM) 0	1.B. Total Night Thru Trains (6 PM to 6 AM) 0	1.C. Total Switching Trains 2	1.D. Total Transit Trains 0	1.E. Check if Less Than One Movement Per Day <input type="checkbox"/> How many trains per week? _____
2. Year of Train Count Data (YYYY) 2018		3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 1 to 10		
4. Type and Count of Tracks Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
5. Train Detection (Main Track only) <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input checked="" type="checkbox"/> None				
6. Is Track Signaled? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		7.A. Event Recorder <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		7.B. Remote Health Monitoring <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 04/05/2024		PAGE 2			D. Crossing Inventory Number (7 char.) 620811K		
Part III: Highway or Pathway Traffic Control Device Information							
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing					
2.A. Crossbuck Assemblies (count) 0		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count) 0	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input checked="" type="checkbox"/> W10-1 2 <input checked="" type="checkbox"/> W10-3 2 <input checked="" type="checkbox"/> W10-11 0 <input checked="" type="checkbox"/> W10-2 0 <input checked="" type="checkbox"/> W10-4 0 <input checked="" type="checkbox"/> W10-12 0			
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input checked="" type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input checked="" type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input checked="" type="checkbox"/> None		2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2.J. Other MUTCD Signs Specify Type <u>W10-1</u> Count <u>2</u> Specify Type <u>W10-2,3,4</u> Count <u>2</u> Specify Type _____ Count _____		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No		2.L. LED Enhanced Signs (List types) 0		
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)							
3.A. Gate Arms (count) Roadway <u>2</u> Pedestrian <u>0</u>	3.B. Gate Configuration <input checked="" type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates <input type="checkbox"/> 4 Quad		3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane <u>0</u> <input type="checkbox"/> Incandescent Not Over Traffic Lane <u>0</u> <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) <u>2</u> <input type="checkbox"/> Incandescent <input checked="" type="checkbox"/> LED <input checked="" type="checkbox"/> Back Lights Included <input checked="" type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 8	
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) <u>03</u> / <u>2007</u> <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) _____ / _____ <input checked="" type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) 1		
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input checked="" type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count <u>0</u> Specify type _____			
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input checked="" type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____		6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input checked="" type="checkbox"/> None		
Part IV: Physical Characteristics							
1. Traffic Lanes Crossing Railroad Number of Lanes <u>2</u>		<input type="checkbox"/> One-way Traffic <input checked="" type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic	2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) _____ / _____ Width * <u>9</u> Length * <u>26</u> <input type="checkbox"/> 1 Timber <input checked="" type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____							
6. Intersecting Roadway within 500 feet? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) <u>50</u>			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Part V: Public Highway Information							
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input checked="" type="checkbox"/> (08) Non-Federal AID		2. Functional Classification of Road at Crossing <input type="checkbox"/> (0) Rural <input checked="" type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input checked="" type="checkbox"/> (7) Local			3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Highway Speed Limit System <u>30</u> _____ MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory	
5. Linear Referencing System (LRS Route ID) * <u>7400</u>							
6. LRS Milepost * <u>0</u>							
7. Annual Average Daily Traffic (AADT) Year <u>2011</u> AADT <u>428</u>		8. Estimated Percent Trucks <u>12</u> _____ %	9. Regularly Used by School Buses? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Average Number per Day <u>8</u>		10. Emergency Services Route <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Submission Information - This information is used for administrative purposes and is not available on the public website.							
Submitted by _____ Organization _____ Phone _____ Date _____							
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.							

Appendix I

FDOT Work Order
County Concept Diagram

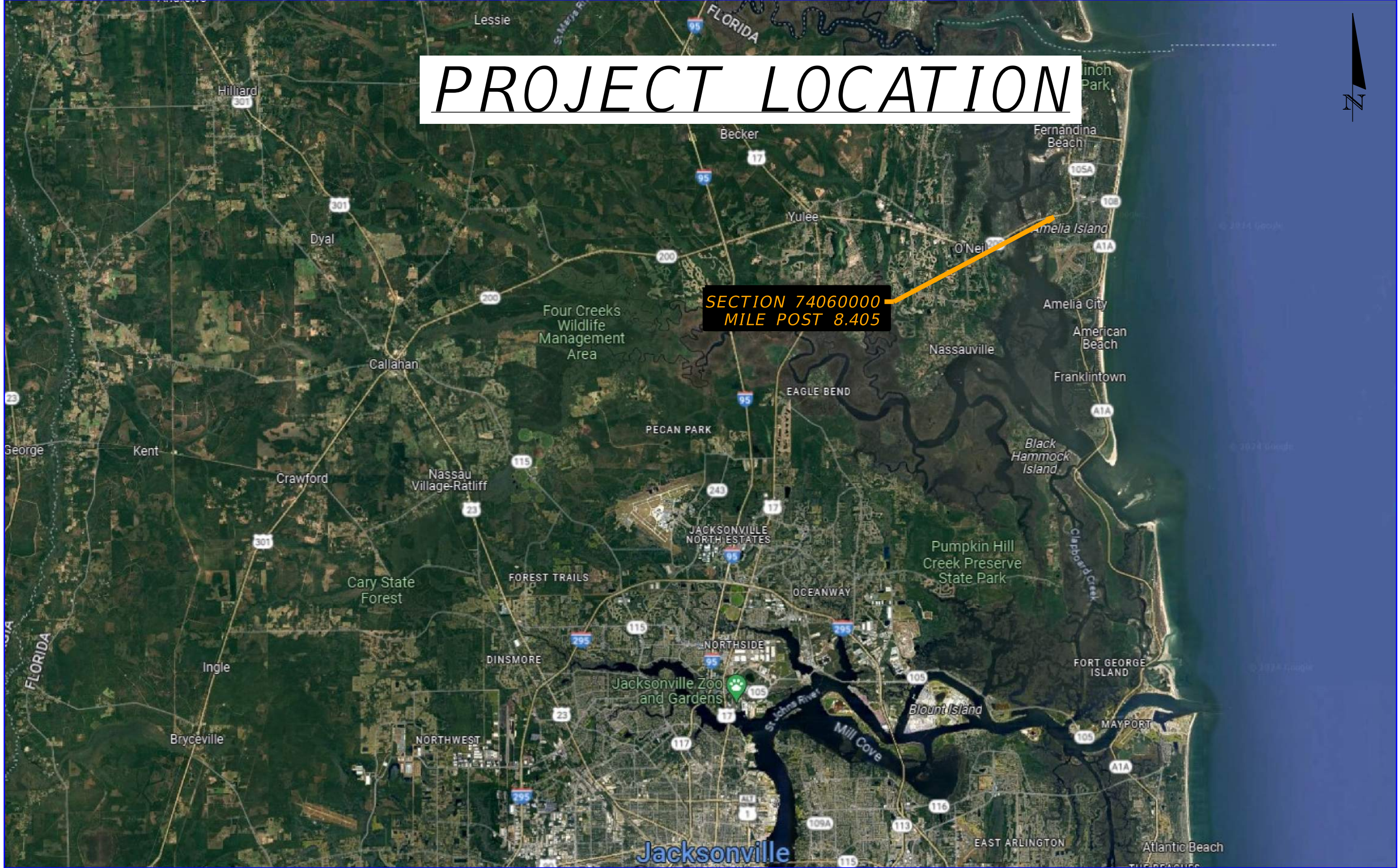
SR A1A (SR 200) AT FRIENDLY ROAD
PROPOSED PAVEMENT MARKING CHANGES

TRAFFIC OPERATIONS WORK ORDER

AR 2024.0046
SECTION 74060000
MP 8.405

REVISIONS						SHEET NO.	
DATE	DESCRIPTION	DATE	DESCRIPTION	PETERS AND YAFFEE, INC 9822 TAPESTRY PARK CIRCLE, SUITE 205 JACKSONVILLE, FL 32246		FDOT WORK ORDER SR A1A AT FRIENDLY ROAD	
							1

PROJECT LOCATION



REVISIONS							
DATE	DESCRIPTION	DATE	DESCRIPTION				
				PETERS AND YAFFEE, INC 9822 TAPESTRY PARK CIRCLE, SUITE 205 JACKSONVILLE, FL 32246		FDOT WORK ORDER SR A1A AT FRIENDLY ROAD	
						SHEET NO. 2	



ADD 90' OF 6" WHITE SKIP STRIPING (6'-10')
ALONG THE EDGE OF SR A1A THROUGH
THE INTERSECTION.

ADD 50' OF 6" WHITE SKIP STRIPING (6'-10')
ALONG THE EDGE OF SR A1A THROUGH
THE INTERSECTION.

REVISIONS	
DATE	DESCRIPTION

PETERS AND YAFFEE, INC
9822 TAPESTRY PARK CIRCLE, SUITE 205
JACKSONVILLE, FL 32246

FDOT WORK ORDER
SR A1A AT FRIENDLY ROAD

SHEET NO.
3

DESCRIPTION

WORK ORDER QUANTITY

INSTALL THERMOPLASTIC,
STANDARD, WHITE,
6-10 GAP EXTENSION, 6"

0.027 GM

REVISIONS						SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION			
				PETERS AND YAFFEE, INC 9822 TAPESTRY PARK CIRCLE, SUITE 205 JACKSONVILLE, FL 32246		4

*FDOT WORK ORDER
SR A1A AT FRIENDLY ROAD*



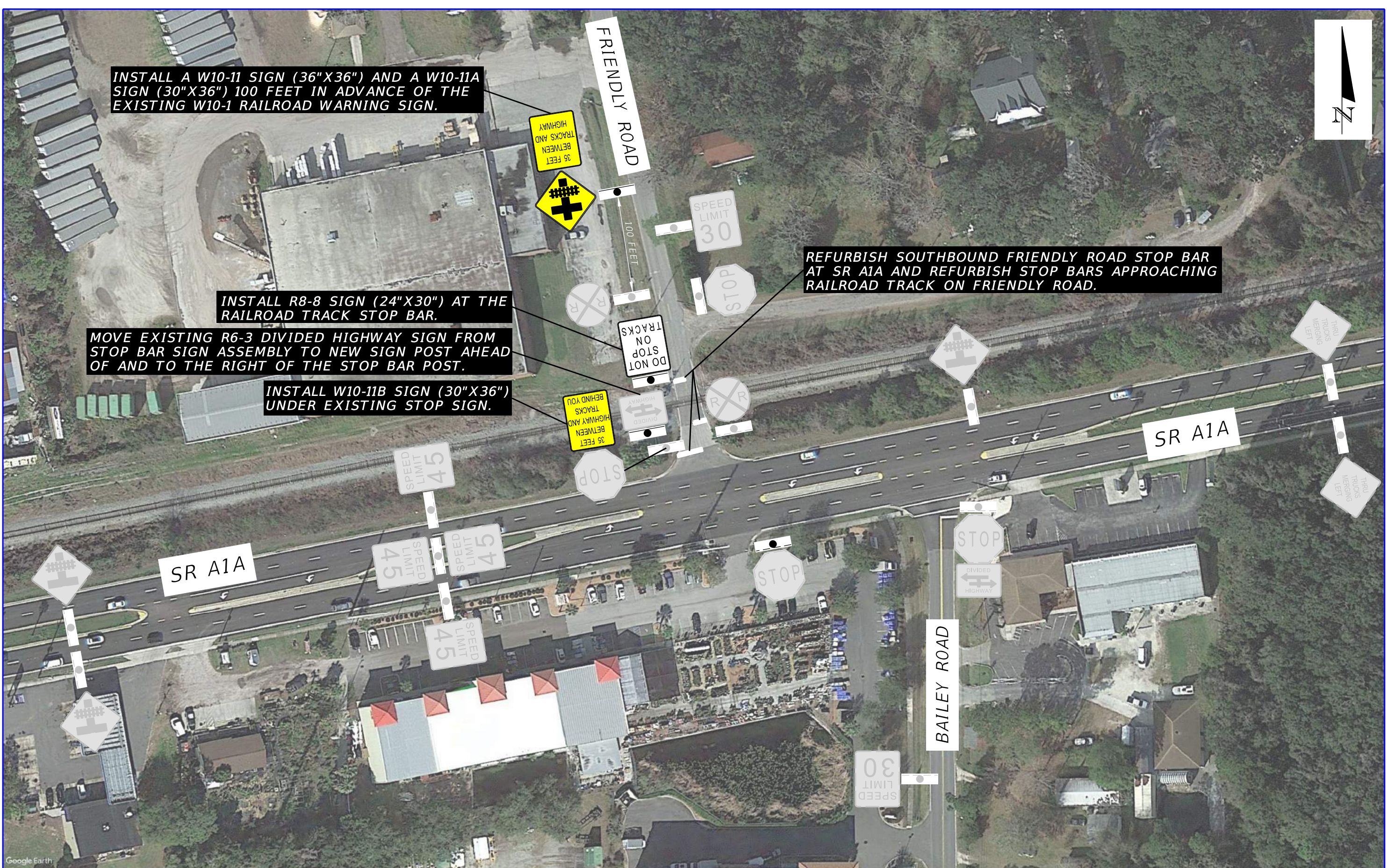
INSTALL A W10-11 SIGN (36"X36") AND A W10-11A SIGN (30"X36") 100 FEET IN ADVANCE OF THE EXISTING W10-1 RAILROAD WARNING SIGN.

INSTALL R8-8 SIGN (24"X30") AT THE RAILROAD TRACK STOP BAR.

MOVE EXISTING R6-3 DIVIDED HIGHWAY SIGN FROM STOP BAR SIGN ASSEMBLY TO NEW SIGN POST AHEAD OF AND TO THE RIGHT OF THE STOP BAR POST.

INSTALL W10-11B SIGN (30"X36") UNDER EXISTING STOP SIGN.

REFURBISH SOUTHBOUND FRIENDLY ROAD STOP BAR AT SR A1A AND REFURBISH STOP BARS APPROACHING RAILROAD TRACK ON FRIENDLY ROAD.



REVISIONS	
DATE	DESCRIPTION

PETERS AND YAFFEE, INC
 9822 TAPESTRY PARK CIRCLE, SUITE 205
 JACKSONVILLE, FL 32246

COUNTY CONCEPT DIAGRAM
 SR A1A AT FRIENDLY ROAD

SHEET NO.



Debris – Warehouse #2

Fwd: FW: Landscaper [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

----- Forwarded message -----

[REDACTED]

[REDACTED]

This debris pile is within the North 3rd St right-of-way. This is local (for the residents within this block) debris pickup area. From an operational standpoint, I have no issue with this location as we would prefer it to be placed in one pile here, then on the edge of the road in front of resident's houses as this street has on-street parking. Let me know if you have any further questions. Thanks



Jeremiah Glisson
Public Works Operations Director
City of Fernandina Beach
1017 South 5th Street Ext.
Fernandina Beach, Florida 32034
(904) 310-3314 | jglisson@fbfl.org
www.fbfl.us

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